

The Hongkong Telegraph.

(ESTABLISHED 1881.)
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WEATHER FORECAST
RAIN
Barometer 29.72

September 2, 1913, Temperature a.m. 77, p.m. 85, Humidity...87, 71.

September 2, 1913, Temperature a.m. 80, p.m. 85, Humidity...87, 72.

9187 晚三初月八年丑癸

WEDNESDAY, SEPTEMBER 3, 1913.

三拜禮 號三月九英港香

\$36 PER ANNUM
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TELEGRAMS.

RAILWAY DISASTER.

EXPRESS TRAINS COLLIDE.

Reuter's
[Service to the "Telegraph."]
London, Received Sept. 3.
As two Midland Railway express trains were proceeding from Carlisle, both going southward, one ran full-speed into the rear of the other near Rosgill, on a big ascent leading up to Shap.
An official report states that nine people were killed and ten injured.

Later.
The Glasgow express had stopped at Aisgill, near Hawes, not Shap, through want of steam, when the Aberdeen and Edinburgh express dashed into its rear, with terrific force, at two o'clock in the morning.
The engine went clean through the end carriage, and there were terrible scenes. Two coaches were incinerated.

A Terrible Crash.
Later.
A message from Glasgow states that it was raining and extremely dark at the time of the accident. The stationary express had almost reached the summit of the Pennines and was doing its utmost to get up steam when the guard saw the sparks from the oncoming train.

The crash is described as most terrible, the sound reverberating through the steep mountains.

The Death Toll.
A later message states that the death-toll is now seven women, two children, and three whose sex is unrecognizable.

The fire occurred owing to the bursting of the gas tanks.
The engine-driver and fireman stuck to their posts bravely and escaped.

Men Weep.
Even men passengers who were uninjured arrived at St. Pancras station weeping, and many of them could not speak about the accident.

The dead have so far not been identified.

Later news says that 13 bodies have been recovered, while ten of the passengers were seriously injured.

Ex-Minister Among Injured.
Sir Arthur P. Douglas, formerly Under Secretary for Defence in New Zealand, sustained burns and is in a critical condition. A London stockbroker named George Lindsay is among those seriously injured.

Heart-rending Scenes.
Eye-witnesses give heart-rending narratives of seeing several people pinned under by the debris dying in the flames with incredible heroism, the spectators weeping and silently praying.

The similarity of the accident to that at Hawes Junction of Christmas 1910 is remarkable.

Similar Accident in America.
Later.
An almost identical accident occurred in America to-day (Tuesday). On the Newhaven railroad a section of an express was standing near Wallingford when a second section dashed into it.

Eight people were killed and 50 injured.

Later.
Reuter's New York correspondent states that sixteen were killed in the Wallingford accident, which was followed by horrible scenes. The track was strewn with mangled remains.

ARMY AIRMEN.

A NOTEWORTHY FLIGHT.

London, Received Sept. 2.
Four army airmen flew from Montrose to Limerick to attend the manoeuvres. They descended simultaneously and received an ovation.

TELEGRAMS.

AVIATOR'S SOMERSAULT.

A DARING DEED.

Reuter's
[Service to the "Telegraph."]
London, Received Sept. 2.
Reuter's correspondent at Paris says the French aviator, M. Pegoud, who is noted for his neck-risking feats, successfully turned a somersault in the air at a height of 3,000 feet with a monoplane.

ASTOUNDING DEVELOPMENT.
London, Received Sept. 3.
M. Pegoud's feat was a most astounding one. His machine was a Blériot monoplane, fitted with a new arrangement of rudders and levers which M. Blériot, in an article, asserts will give an aviator complete control in any position, and even enable him to fly upside down.

M. Pegoud turned his machine upside down and flew a hundred yards with its wheels upwards.

More Amazing Feats.

Later.
Reuter's correspondent at Buenos Aires states that M. Pegoud has repeated his marvellous evolutions before a throng of civilians and military men. He ascended till lost in the clouds, and then descended vertically, with the tail of the machine in the air, at a terrific speed, reaching five hundred metres from the ground, the aviator's head being downwards and the wheels in the air.

He then shot forward flying thus for thirty seconds before he resumed a normal position. He then indulged in top-sy-turvy evolutions for half an hour, landing amid indescribable ovations on the part of the crowd, who showered flowers on him and carried him in triumph, to the accompaniment of continuous cheering.

Aerial Lifeboat.
Europe is amazed at M. Blériot's conquest of the air, describing his machine as an aerial lifeboat.

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SOMALILAND DISASTER.

A NARROW SQUEAK.

London, Received Sept. 2.
A letter published in the "Daily Express" from Mr. Dunn, one of the officers of the Somaliland Camel Corps, describes the recent disaster in Somaliland, when the British camel corps was attacked by Dervishes. It says that the fight began at 7 o'clock in the morning and lasted for five hours. The Dervishes opened fire at 200 yards and came right up. "Two were killed among us," writes Mr. Dunn. "Twice the Dervishes nearly annihilated our force, but retired at the critical moment. Sixty per cent. of our men were shot, and only the exhaustion of the Dervishes' ammunition saved the British. The spearmen would have inevitably rushed us if they had been brought up."

THE DUBLIN RIOTS.

"FREE SPEECH" DEMANDS.

London, Received Sept. 3.
The Trades Congress at Manchester has resolved immediately to send a committee to Dublin to address meetings in favour of "free speech" and to enquire into the allegations of police violence.

Look-Out.

The Dublin Coal Merchants Association has decided to look out all workmen belonging to the Transport Union.

The four Nationalist M. P.s representing Dublin have asked the Lord Lieutenant for an immediate enquiry into the conduct of the police.

Excitement was increased last evening by the collapse of two alum houses, burying thirteen families. Seven people are dead and 50 others have been recovered.

TELEGRAMS.

MISSING NECKLACE.

FIVE ARRESTS.

Reuter's
[Service to the "Telegraph."]
London, Received Sept. 3.
Five men have been detained by the London police in connection with the theft of the famous pearl necklace.

It is expected that they will be brought up at Bow Street tomorrow.

Later.
The persons arrested are stated to be of Jewish appearance; two of them are believed to be foreigners.

Some of the missing pearls are reported to be in the hands of the police.

[It was on July 18 that a necklace consisting of 61 magnificent pearls, valued at between £115,000 and £135,000, was found to be missing. The facts, as far as they are known, are as follows:—A blue-paper package, measuring 12in. by 5in. by 3in., tied by string, and duly sealed, was registered in Paris on the previous Tuesday afternoon. The package was addressed to Mr. Max Mayer, a leading merchant, who is recognized especially as an authority on Australian pearls, at 88, Hatton Garden. On delivery the package was received and signed for and placed in a safe to await the arrival of Mr. Mayer. When Mr. Mayer arrived, the package was taken from the safe and opened. It was then found that the brown leather case in which the necklace should have been was empty, and round it were a number of lumps of beet sugar. These had evidently been placed inside the package to make up the proper weight. It is assumed that, as the sugar was French, the robbery took place on the other side of the Channel. The package was sent by ordinary registered post at a cost of 25 centimes. The chief advantage of this system is that receipt of the packet by the Post Office, and its delivery, are signed for. The compensation would be only up to £2. Additional compensation not exceeding 5000fr. on any packet can be secured by a payment of 100c. per 100fr. But the loss is covered by insurance. This particular necklace was insured under what is known as a "block" policy. Under such policies, which are issued largely in the case of jewellery, underwriters accept all risks of fire, burglary, and theft while the valuables are in transit or on exhibition, and the risks of transit. The merchant estimates the average value of his stock and on that sum pays the premium. As this necklace was of exceptionally high value, the loss is a very large proportion of the total sum insured. It is understood that the annual premium was 15s. per cent. Early next morning Scotland Yard issued a notice containing an offer of a reward of £10,000 for information leading to the conviction of the thief or thieves.]

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[It was on July 18 that a necklace consisting of 61 magnificent pearls, valued at between £115,000 and £135,000, was found to be missing. The facts, as far as they are known, are as follows:—A blue-paper package, measuring 12in. by 5in. by 3in., tied by string, and duly sealed, was registered in Paris on the previous Tuesday afternoon. The package was addressed to Mr. Max Mayer, a leading merchant, who is recognized especially as an authority on Australian pearls, at 88, Hatton Garden. On delivery the package was received and signed for and placed in a safe to await the arrival of Mr. Mayer. When Mr. Mayer arrived, the package was taken from the safe and opened. It was then found that the brown leather case in which the necklace should have been was empty, and round it were a number of lumps of beet sugar. These had evidently been placed inside the package to make up the proper weight. It is assumed that, as the sugar was French, the robbery took place on the other side of the Channel. The package was sent by ordinary registered post at a cost of 25 centimes. The chief advantage of this system is that receipt of the packet by the Post Office, and its delivery, are signed for. The compensation would be only up to £2. Additional compensation not exceeding 5000fr. on any packet can be secured by a payment of 100c. per 100fr. But the loss is covered by insurance. This particular necklace was insured under what is known as a "block" policy. Under such policies, which are issued largely in the case of jewellery, underwriters accept all risks of fire, burglary, and theft while the valuables are in transit or on exhibition, and the risks of transit. The merchant estimates the average value of his stock and on that sum pays the premium. As this necklace was of exceptionally high value, the loss is a very large proportion of the total sum insured. It is understood that the annual premium was 15s. per cent. Early next morning Scotland Yard issued a notice containing an offer of a reward of £10,000 for information leading to the conviction of the thief or thieves.]

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"Orders for the new Teas and Silks are frequently given upon abstract calculations, which are found to have been made quite independently of the circumstances which ultimately rule the market; and shipments of manufactured goods from Home are made upon a very similar basis." In pre-cable days this could not well be avoided, but the immediate effect of the introduction of the cable was to diminish these evils to a considerable degree. When we reflect upon the immense growth for foreign trade with China, and the consequent increase in the foreign population engaged in trade and commerce in Hongkong and treaty ports, we cannot but read with amused interest the pessimistic forebodings in which the pioneers of the China trade indulged fifty years ago. *Tempora mutantur, et nos mutamur in illis.* If there have been fewer instances in which large profits have been made in speculative transactions, there have also been fewer cases of heavy loss; and it cannot be gainsaid that the improved facilities for conducting business which the telegraph cable affords has conducted during the past fifty years to the increased profitability of the trade as a whole.

China Mail.

A Clue to Mexican Anarchy.

There are some honest leaders in the Army, as this writer allows, but at present they are not the rule. The people demand peace and security, which can be had only by putting a stop to such abuses.

Naturally, says the paper quoted, there are honest officers, nay, some that are scrupulously honest in the handling of the funds entrusted to them, so that we do not make any charge against the Army as a whole, but only against some of its members; but the fact is common talk, and it would be worth while for the War Department to take note, and devise a prompt and efficacious remedy. For the matter has got to such a point that it can no longer be winked at, and no consideration of comradeship, not even the traditional Mexican compadrazgo, can be allowed to interfere. The community demands peace and security, and neither will be achieved as long as the revolution is or may be an occasion for graft among the military.

South China Morning Post.

Foreign Traders in Japan.

There appeared, however, in the August issue of the "Jitsugyo no Nippon," a respectable periodical published in Tokio which enjoys a considerable circulation, an article written by Mr. T. Mizushima, Director of the Kobe Higher Commercial School, which, on account of the acknowledged standing of its author, is worthy of more than passing notice. Mr. Mizushima's views carry with them considerable weight, and will have effect in forming public opinion, and while there is unquestionably some foundation for his complaint that the door of advancement is practically shut to Japanese employed by foreign firms, there is no sound basis for the assertion that "Of late foreign firms in Kobe have gradually been on the downward path, and no small number of merchants have quit these shores for their respective homes on account of the growing diminution of their turnover in business with a resultant increase in the number of unemployed premises in the former Foreign Settlement."

For a good solid meal a la Carte or Table d'Hôte with Wines & Liqueurs of the Best ALEXANDRA CAFE

GENERAL NEWS.

Singapore Rifle Association.

Major McVittie has been appointed honorary secretary of the Singapore Rifle Association. The Mid-east interport match will take place in September, practice beginning at the end of this month. This is the series of matches between Penang, Singapore, Rangoon and Ceylon.

Kiangsu and Its Tutch.

Peking, Aug. 27. Prominent citizens of Nanking have petitioned President Yuan Shih-kai to remove Chen Teh-chuan, Tutch of Kiangsu, from office on the ground that he has deserted the city and left them like helpless lambs among a pack of hungry wolves. Meanwhile Chen Teh-chuan has resigned for the third time and it is stated that the Government intends to appoint Gen. Feng Kuo-chang in his stead. (N. China Daily news.)

Phonetic Edition of the Bible.

A resident of Cleveland, Minn., has completed a translation of the Bible according to a system of phonetic spelling which he devised himself. Most of the manuscript is being kept in a safe deposit vault, while the four books of the Gospels and the book of Acts are being put into type. The translator began his work 21 years ago, when he was 60 years old, and he has devoted most of his time since to the translation. He has acquired considerable fame in his speciality of phonetic spelling having originated a method which eliminates all silent letters and substitutes. His system of spelling has been in use in the English schools of China for nine years, and the Chinese are particularly enthusiastic about the method as making it easier for them to learn the language.

Murderer Beheaded.

Berlin, July 28. August Sternickel, the most famous German criminal of modern times, was beheaded with an axe in accordance with the Russian method of capital punishment at Frankfurt-on-the-Oder, near Berlin, at day-light to day. The particular crime for which Sternickel was executed was the murder of a farmer, his wife, and his servant in January. But he confessed to another murder two years ago, and had been practically convicted of a third. For ten years he has either eluded capture altogether or escaped after arrest. Several unexplained murders in various parts of the country are now laid at his door. He went to the block today thoroughly impatient, having refused the consolation of a priest and laughed ironically at the suggestion of confession.

SERVICE MATTERS.

Ex-Lieutenant Cameron.

About two years ago ex-Lieutenant Cameron and his wife were sentenced to three years' penal servitude for what was known as the "Edinburgh pearl case." Says the "Asian," there is no need to go into details of what was a very painful matter, for the social position of the accused was a good one, the man being a connection of the highest branch of the famous Scottish Camerons. Soon after the sentence the wife was released, and has since gone on to the stage. But those who know the inner history of the theft were particularly anxious to secure the release of the ex-Lieutenant, and to this end a petition was sent to the King. It is worthy of note that this document was signed by a very large number of the officers of the regiment in which Cameron had served—a pretty conclusive proof that they had not lost faith in him. The Royal clemency has not been asked for in vain, and at the present time the ex-Lieutenant is free to commence life afresh. It is said that his imprisonment was largely an act of voluntary suffering rather than allow his wife to go to prison alone. A movement is on foot to endeavour to secure his readmission to the Army.

The East Indies Squadron.

That the British fleets have, during the past few years, been concentrated in home waters requires no demonstration by means of tables says the "Times of India." What is frequently lost sight of is the extraordinarily marked alteration in the balance of naval power that has been the result of this concentration. A comparison between the number of ships flying the white ensign in Eastern waters ten years ago and at present shows how markedly our power has declined; though as regards the East Indies station itself the change is rather in the direction of a strengthening—to compensate in an entirely inadequate degree for the disappearance of strength in the other squadrons of the Eastern Fleet. In 1903 there were 4 battleships on the China station, 8 cruisers, of which one was armoured and two first class, 11 sloops and gunboats, and three destroyers; at that time Russia had 6 battleships, 11 cruisers and a dozen destroyers and Japan was not taken very seriously. The East Indies squadron consisted of one second-class and three smaller cruisers and four sloops or gunboats. The Australian squadron was weak, and composed of small and unserviceable vessels; but it had been decided to bring it

up to a strength of one first class armoured cruiser, six others and four sloops, with a sphere of operations extended to the waters of China and the East Indies station. An agitation had already begun for the formation of a North Sea squadron, but had not been taken very seriously, as the Mediterranean was still regarded as the most likely area for hostilities; and the fleet in home waters consisted of the 6 battleships of the Channel squadron and 10 large ducks of the "Home fleet." In 1904 the China station was strengthened by a fifth battleship, but at the same time the significance of German naval expansion was beginning to be appreciated; and so in 1906 the policy of withdrawal was inaugurated. The annihilation of the Russian fleet rendered the retention of battleships in the Far East unnecessary, and all those on the China station were recalled; but three armoured cruisers were sent out to replace protected ones, and the Australian squadron was reinforced. The East Indies squadron still consisted of two second class and two third class cruisers, and remained at this strength until 1910: when one second class cruiser was withdrawn and two smaller vessels substituted, and three cruisers were lent from the Mediterranean to assist in the suppression of the arms traffic in the Gulf. In 1913 we find the position materially improved in several respects; in the first place a battleship—not a particularly useful one, but still a battleship—the "Swiftsure," has taken the place of the second class cruiser which was flagship on the East Indies station; and it is possible the sister ship, the "Triumph," will follow her here or will go to China. In addition to this a modern second-class cruiser, the "Dartmouth," is to replace the comparatively venerable "Perseus." Absolutely, therefore, the squadron is stronger than it was. A more important factor, however, is the development of the Australian fleet. This is ultimately to consist of 8 battle cruisers, 10 protected cruisers, 18 destroyers and 12 submarines, but up to the present it has, completed or nearly so, one battle cruiser, three others, six destroyers and three submarines. According to the latest organization—which though not yet carried out is still apparently in force—this Australian "unit" is one of three which together will constitute the new Pacific fleet, the other two being stationed in China and Indian waters respectively. The original idea undoubtedly was that the battle cruiser presented by New Zealand

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Hongkong, 27th June, 1913 [21]

TO LET—(from 1st July 1913)
No. 2 Mountain View, The Peak. Apply LINSTEAD & DAVIS.
Hongkong, 9th June, 1913. [345]

land should be the flagship of the China unit; but it is still uncertain how she will be disposed of, as the pressure of competition has grown more severe at home. The despatch of the "Swiftsure" to the East Indies station is perhaps an instalment, even though a poor one, of this programme; but, as matters stand, India must look for protection on the sea mainly to British fleets in the North Sea, and secondarily to the Australian station. ("Times of India.")

Posted to Plymouth.

Capt. C. N. Ewart, late staff officer, Colonial Forces, Straits Settlements, has been posted to Plymouth as armament officer.

Admiral's Visit to East Indian Station.

The following is the programme of the proposed movements of H.M.S. "Swiftsure" during H.E. Rear Admiral Piers's visit to the eastern section of the command:—

Place.	Arrive.	Leave.
Trincomeali	10th Sept.	15th Sept.
Port Blair	13th Sept.	17th Sept.
Rangoon	17th Sept.	24th Sept.
Dindings	27th Sept.	29th Sept.
Port Swettenham	29th Sept.	3rd Oct.
Singapore	4th Oct.	13th Oct.
Colombo	21st Oct.	23rd Oct.
Bombay	27th Oct.	—

Peking Municipal Loan.

Particulars of the Peking Municipal Loan were laid on the table of the Council last week. Taking into account existing loans, the Commissioners under the Ordinance are empowered to borrow \$5,278,278, less some Government loans. They now require a million dollars for electric supply, extension of water mains, tramway extension; improvement of insanitary areas, and extension of destructor. The electric supply undertaking is in a very prosperous position and will not only pay its own interest and sinking fund, but will also leave a balance of profit. The Tramways will pay interest out of profits.

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The Crystal Stopper, By Maurice Leblanc.	The Second Sight's daughter, By G. B. Burgin.
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LOST.

LOST.—One brown Chow and Collier Dog. Answer to "Buster." Reward. Return to No. 2, Gage St.

Officially Dead at 137. Application has been made to the authorities at Heidelberg (says the Berlin correspondent of the "Daily Mail") for fourteen persons who emigrated to the United States in 1852 to be officially declared "dead." The oldest of the party was born in 1776, and would by now, therefore, have reached the age of 137, while others would have reached the ages of 114 and 98. These persons, the "newspapers" add, have been summoned to appear at the Town Hall of Heidelberg on February 27, 1914, at ten o'clock, and "in case they refuse" they will be officially declared to be no longer living.

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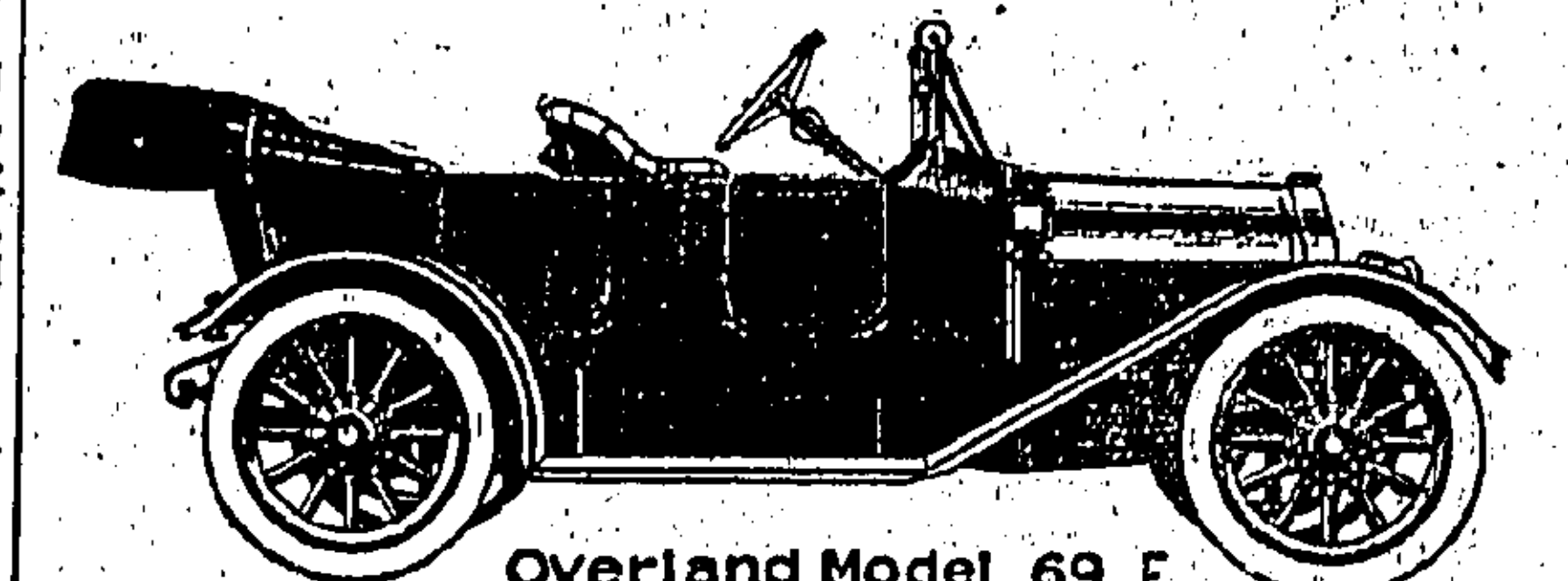
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Great Age, Very Fine	38.00	3.25
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The Hongkong Telegraph.

HONGKONG, WEDNESDAY, SEPTEMBER 3, 1913.

THE OUTLOOK FOR CHINA.

When a man who knows China as intimately as does Mr. W. V. Drummond writes on the present situation, his words deserve attention. Mr. Drummond has been expressing himself, rather pessimistically, in a Northern contemporary; and one can understand, even though one cannot support, his rather gloomy forebodings. He is not alone, amongst foreigners, in regarding the future despondently. Eighteen months, or so, ago the majority of foreign residents were disposed to think and speak too hopefully of China's immediate future. The pendulum has now swung the other way, as the result of recent events, and the opposite error of over-much despair is being made. The case of China is not so desperate as some people suppose.

In the course of his analysis of the situation, Mr. Drummond says:—"At Peking the present state of affairs is extraordinarily anomalous. First a Provisional President who functions as a Dictator. Next a Cabinet, of fourth-rate men, who are a feeble echo of the Provisional President; and lastly a Parliament that does not function at all. Since the establishment of the Republic not one single step forward on the road leading to honest administration of the country has yet been made. All the old evils that existed under the Manchu monarchy exist still, some in an exaggerated form, and the people of China, and the outside world look vainly, so far for reform. That is true, but it is not quite all the truth. If China has found a president who functions as a dictator, she has found in him a man of power who can rule, and who can meet trouble because he has anticipated and prepared for it. That there are immense difficulties to be met, China's best friends would not seek to deny; but surely the best guarantee for the future is that the present Government—whether it be by one man or more than one—is not the point—has shown much strength in quelling the recent revolt.

"China," says Mr. Drummond, "is falling into the position of Turkey, Persia and Mexico, but, with such a fine race of people as a whole, the pity of it is inexpressible." We can see nothing in the present situation to justify so sweeping an assertion; and, in any case, does not the statement bear its own refutation? Because they are "such a fine race of people" the country cannot fall into the position of the others named; that can only happen where the people are more or less cowed and characterless. The new Republic must be given time and a fair chance. She is not the helpless and drifting creature that some suppose; recent events have proved that she has a man at the helm, and, so long as she has that, she will not run far out of her course. But it will be no case of plain and easy sailing. For some time the rule of the sword will be necessary, and, with it, a strong attempt to conciliate the differing factions. That will prove a work to test the strength of any man, and it will be more difficult if the feeling is spread abroad that the task is too great for him.

Another Successful Band Concert.

Last night's concert on the beach at North Point was, if anything, more largely attended than its predecessors, and the fact that a good number of persons had been willing to travel all the way from the more distant parts of Kowloon shows how great the demand was for this form of entertainment. Apropos, we should have thought that it would pay the Tramways Company to run a launch service from Kowloon to North Point direct, on concert nights. As time goes on we hope to see sufficient seating accommodation provided for the crowds of visitors. It would be quite a simple matter to place benches along the roadway, on either side, clear of the tram-lines; or, better still, to arrange for a chair and ticket system such as is in use at Home. No one would grudge ten cents for a seat, and by that means the Company would not be out of pocket in providing the chairs.

The Costly Nod. The feat of the Japanese yesterday who nodded his head, merely to be in the fashion, perhaps, and who somewhat upset matters at the auction of the Alacritty and other vessels without parallel in our experience. Readers, however, will remember that in "Under the Greenwood Tree" Thomas Hardy tells rather a good story of how Mail was once let in for more than he expected, by a nod. He was passing down the front street of Caerbridge, explained Mail, and passed a shop door, inside which he saw an auctioneer, whom he knew, "stuck up on his perch, selling off." Mail nodded in a friendly way as he passed. But next day Mail had a letter charging him for a feather bed, a bolster and pillows. There was no word in his complaint to Reuben Dewey. "Now, I hold that that was cutting it very close, Reuben." The moral, of course, is never to nod too familiarly to an auctioneer.

Finger-bowl Legislation. A curious piece of legislation was recently approved by the Legislature of Pennsylvania. This was in the form of a Bill requiring the washing of every finger-bowl after each use of such articles, not only by the inhabitants of the State, but by visitors from other parts of the country and those from abroad. The legislation appears to have arisen from the fact that use of a slice of lemon in the water of finger-bowls in many eating-houses has induced some people to acquire a habit of drinking the contents; hence it was thought desirable that the bowls should be tested as are other drinking vessels coming in contact with the lips of human beings. The bill, however, has now been vetoed by the Governor; so that those who drink the contents of finger-bowls in the future will have to take their chance that the thing has not been washed since someone else has taken a drink out of the same vessel!

Recruiting in the Colonies. It is indeed pleasing to see from this morning's wire that out of some seventeen thousand recruits due to join the Australian army, only about three hundred have failed to put in an appearance. This is a far cry from last year's experience, when any and every excuse was being made by the cadets for not joining the colours. Evidently these lads are coming to realise that, even apart from the question of patriotism, it is no bad thing for a young man to be schooled in the ways of soldiering. The older and the more "tough" a colony becomes, the greater is the necessity for the constant drilling of its young men, for every year sees these drifting farther from the hardy outdoor traditions of their ancestors who made that colony, and whose training and disciplining arose out of a daily struggle for existence—often against savages or wild beasts. The Boers who gave our troops so much trouble, twelve years ago, were not Johannesburg shop-assistants and clerks, but men who had been used to saddle and carbine from babyhood, and with whom the self-defensive instinct supplied, in great measure, the place of modern drill. Now that this class of men is being civilised out of existence there is the greater need that their town-bred sons should receive some equivalent to the previous generations' training.

DAY BY DAY.

"There are no words to express feelings; that is why music is necessary."

The Mails.
German Mail.—Arrived—per a.s. Prinz Ludwig this morning.
German Mail.—Despatched—per a.s. Buelow at 10 a.m. to-day.
Siberian Mail.—Closes per a.s. Prinz Ludwig at 5 p.m. to-day.

American and Canadian Mails.—Close per a.s. Tacoma Maru at noon to-morrow.
Disorderly Behaviour.
Reginald Chatterton, was fined \$2, by Mr. Geoffrey Norman Orme, at the Police Court, this morning, for behaving in disorderly manner.

Fills Circus.
Ellis Circus opens its season in Hongkong to-night, at Causeway Bay. The show is of a first-class order, and some excellent entertainment is promised.

New Hotel Manager.
Mr. R. H. North, recently appointed manager of the King Edward Hotel in succession to the late Mr. H. Haines, entered upon his new duties today. Mr. North was formerly manager of the Victoria Hotel, Shanghai.

Boat Licence Offences.
For unlawfully attempting to use his licence for a vessel other than the one for which it was issued, the master of a passenger boat was fined five dollars, at the Marine Court to-day, while fines of a similar amount were imposed on two men who had neglected to renew their boat licences.

Band Concert at North Point.
Yesterday evening there was a very good attendance at North Point when the 25th Punjab Band were again the means of supplying good music to about a thousand people. Unfortunately the high tide robbed the visitors of the use of a great portion of the beach but the road fully made up for an deficiency in this respect, it being thronged all the evening. The whole affair was as successful as any of the previous concerts which have taken place there.

TOOSHIN NOT FLOATED.

A Task Calling for Much Skill.

We are informed that the a.s. Tooshin will be floated to-day though it is likely that this will be done in the near future. A visit to the vessel this morning was well worth while, if only to see the amount of work that has been put into the salvaging of the craft. When she first went ashore she lay well over on one side, but the salvors, the Hongkong and Whampoa Dock Co., have succeeded in getting her on an almost even keel, and now she is practically upright. In addition to this, rocks which were through the ship's bottom have been blasted away as repairs made. She has been considerably lightened and something in the nature of a slip-way has been built, over which the vessel will have to be pulled. It is fairly evident that the work of getting the ship afloat will be a task calling for considerable skill but there are excellent chances of success.

\$500 FINE.

Curl Leaves with 80 Passengers

This morning in the Marine Court, before Commander Basil Taylor, R.N., Chan Kau-shuen, master of the a.s. Curl, was charged with leaving the waters of the Colony with 77 passengers without being in possession of a passengers certificate. Lance Sergeant G. Fox said that he stopped the Curl on August 20 at the west end of the Central Fairway. He counted the passengers and found that there were 80 on board. The defendant cleared with twelve, he had no passengers certificate and was bound for Wuchow.

The defendant, who pleaded guilty, explained that a fire had broken out at Sainim, and the inhabitants had come to Hongkong. They were anxious now to go back and though he told them to get off his vessel they refused to do so.

A fine of five hundred dollars was imposed, or in default imprisonment for six months.

GOVERNOR GENERAL FORBES.

"No Complaint to make."

"I have no complaint to make of my treatment at the hands of President Wilson."

"While the manner of my notification that my services were no longer wanted lacked somewhat in formality, I feel certain no offence was intended, and have taken none."

"The President is a very busy man, with many cares and anxieties, and details of this sort are usually left to subordinates. It is improbable that he or Mr. Harrison even had cognizance of the matter."

This was the statement made to the "Manila Times" last Thursday by Governor General W. Cameron Forbes, and, says that journal, it expresses clearly the attitude which is taken by the retiring chief executive in the matter of the cable request for his resignation. Since the receipt of the cable from Washington, which reached Mr. Forbes on Sunday, there has been much comment locally as to the failure of the Washington authorities to apprise Mr. Forbes of their action until some time had elapsed after the confirmation by the Senate of Mr. Francis Burton Harrison's appointment. A number of cables were sent, in which this feeling was clearly expressed.

CANTON NEWS.

Lawlessness still Prevails Among Troops.

It appears that a certain amount of lawlessness still prevails among the troops of General Lung who are stationed within the city. Traders complain that little bands of these soldiers enter their shops or restaurants and, having ordered on a somewhat lavish scale, seek to intimidate the sellers into parting with the goods at considerably under price. One tradesman is said to have had a revolver presented at him for refusing to lower his price. Apart from this kind of thing, it is felt that General Lung has established good control in the city, though it is asserted that the junior officers of his troops are more or less useless.

In the districts looted last month, business is still very bad, and many of the merchants are afraid to return to their shops. General Lung has issued a proclamation in which he states his willingness to receive any person who wishes to consult him on serious affairs, at the same time adding a warning that those who seek to take up his time with idle or trivial matters will risk punishment.

Piracy, as might have been expected, is still the rule in the Delta. It is rumoured that Li, "the Protector of Honam," who, for some time, has practically controlled many of the military police, is to be sent to the Delta by the Governor General, in the hope that he may be able to suppress the pirates. Soldiers, in small bands of fifty or a hundred, are continually being despatched to various parts of the province. After the attack on the British American Tobacco Company's launch, several such bands were sent up the river, two of which, it is reported, (members of the Luk Kwan) deserted, threw away their uniforms and ammunition, attached themselves to the pirates.

AUCTION OF NAVAL VESSELS.

No Adjustment Yet Arrived at.

No adjustment, we learn, has yet been arrived at concerning the sale of the H.M.S. Alacritty, over which there was some misunderstanding, as reported in our issue of yesterday. At the sale of the ships Alacritty, Janus and Lady, by Messrs. Hughes and Hough \$57,500 was bid in the first case for the Alacritty but the gentleman to whom the vessel was knocked down, a Japanese, explained that he had not understood what was transpiring. It is this matter that is awaiting adjustment.

In the case of the Janus the highest bid reached was \$10,000 and that for the Janus \$8,000, but in neither case was the reserve price reached and the vessels were withdrawn.

THE INTERPORT.

Further details of the Events.

The following was the position on August 30 as regards points in the interport competition:—

Hongkong		Shanghai	
100 yards, first	3	Long Plunge, first	3
100 yards, second	2	Long Plunge, second	2
High Diving, first	3	2 Lengths team race	5
Throwing Polo Ball, first	2	High Dive, second	2
Throwing Polo Ball, second	3	800 yards, first	3
880 yards, first	3	200 yards, second	2
220 yards, first	3	Running Headers, second	2
200 yards, second	2		
Running Headers, first	3		
	17		

What can only rightly be described as an enormous gathering assembled yesterday afternoon from 4.30 p.m. onwards on the banks of the lake in Hongkong Recreation ground to witness the interport swimming and diving competitions, says the "China Press" of the 30th ult. They were rewarded with some magnificent diving and a contest for second place in the Half Mile Championship which will long be remembered by all who were present. As a result of the afternoon's contests the Hongkong visitors, who at the close of the proceedings on Thursday night were five points behind, finished up two points ahead of Shanghai.

The first item on the afternoon's programme was the High Diving competition. This was not very high, however, as the rickety platform from which the competitors took off was somewhat under 18 feet above the surface of the pond. It was not, however, advisable to have it any higher, as the water under the platform was only at 5 feet deep. The three judges were: Dr. Arthur Stanley, President of the Shanghai International Swimming Club; Captain E. I. M. Barrett, and Lieut. Col. A. A. S. Barnes. These gentlemen allotted points to the divers for form, distance, entry and recovery.

Seven competitors in all took part, two being Hongkong men and five being our best local experts. The Shanghai men were:—N. H. S. Alves, E. Erntel, E. J. Brown, D. H. Cooke and C. W. O. Mayne. The Southerners were:—A. S. Ellis and M. A. B. Souza. Each competitor was given three dives and when all had their chance the judges per the official head, Mr. T. Mellow, announced their verdict to be:—M. A. B. Souza, Hongkong 1st. D. H. Cooke, Shanghai 2nd.

Throwing the Ball.
The next event was the Throwing the Water Polo Ball Competition. For this four men from Hongkong and two from Shanghai entered. The Hongkong representatives being:—Gunner Colmar, R. G. A. Private Farmer, D. O. L. I. and Messrs. H. A. Lammett and J. M. Pereira, the locals being A. A. Macdonald and C. W. O. Mayne.

Each competitor was given three throws and when all had had their turn the result was announced as follows:—Gunner Colmar R. G. A., Hongkong 1st. Private Farmer D.O.L.I. Hongkong 2nd. Colmar's longest throw was 62 feet, Farmer's 50 feet, while C.W. O. Mayne was next with 49 feet. The above distances appear very small, especially in view of the fact that Colmar had been credited with 85 feet and over in Hongkong, and also considering the fact that R. W. MacCabe won the Interport Championship in 1909 at Hongkong and 1910 at Shanghai, on each occasion, with throws of over 70 feet; but it is certain that the wind blowing yesterday afternoon against the throwers greatly impeded them and it was also stated to our representative that the polo ball used yesterday was somewhat heavier than usual.

Half Mile Interport.
The next and concluding event of the afternoon was the Half Mile of the Interport Championship, for which Hongkong relied on J. O. (Continued on Page 1.)

LARGE HAUL OF ARMS.

Brownings and Mausers on Empress of Russia.

A cook on board the a.s. Empress of Russia, and a shopkeeper, were charged before Mr. Geoffrey Norman Orme, at the Police Court, this morning, by Chief Inspector Gourlay, with offences against the Arms Ordinance. The first man was charged with being in unlawful possession of twenty-two Browning pistols, four Mauser pistols and 6,470 rounds of ammunition, and the other, with aiding and abetting.

Lance Sergeant Pincott said he went with Chief Inspector Gourlay on the a.s. Empress of Russia. In the cabin they found the two defendants. They were sitting down talking. On the bunk there was one Browning and one Mauser pistol and three boxes of ammunition. On making a further search of the cabin he found twenty-two Browning pistols, four Mausers and 6,470 rounds of ammunition in baskets. He then arrested the defendants.

By Chief Inspector Gourlay.—The defendants were sitting facing each other in the cabin when he entered.

The first defendant, in the box, said the arms and ammunition were his. The second defendant went on board to buy arms and ammunition from him. The second defendant came on board on his own account; he was not sent for. Witness did not know him, and had never seen him before. They discussed the price; it was agreed upon, and then the sergeant came and arrested them. The second defendant came and asked witness if he had any arms for sale.

Chief Inspector Gourlay:—This man (the witness) is not the man I wanted to arrest on board; he is the substitute and he is pleading guilty to all the arms.

The second defendant said a man took him on board to look for a friend. The man put him in a cabin and then went away. He (defendant) never spoke to the first defendant and did not hear any conversation between his friend and the first defendant. The police came before his friend returned. There was no money found on him, and if he was going to buy arms surely he would have money on him. He did not know there were arms on board, and he never went to buy arms.

Chief Inspector Gourlay said the second defendant was a shopkeeper near Macao and he came to Hongkong on the 29th ult.

His Worship:—He has no business in the Colony; only in lodgings?—Yes. He would not give us the address; his hands are quite soft and he has long finger nails which shows he is a shopkeeper.

His Worship:—The penalty is \$250 isn't it?—Yes. I fine them \$250 each.

RAINFALL IN AUGUST.

The rainfall recorded at the Botanic Gardens, during August was as follows:—

Date	Inches
1st August, 1913	
1st	1.70
2nd	1.17
3rd	.54
4th	.43
5th	.24
6th	.12
7th	.15
8th	.25
9th	.22
10th	1.76
11th	.33
12th	.05
13th	1.10
14th	.80
15th	—
16th	—
17th	.70
18th	3.80
19th	—
20th	—
21st	—
22nd	—
23rd	—
24th	—
25th	—
26th	—
27th	—
28th	—
29th	—
30th	—
31st	—

LOTTERY TICKETS.

Taking Statements With a Pinch of Salt.

Two men and a woman, the men defended by Mr. L. D'Almada O'Grady, and the woman by Mr. Dixon, of Messrs. Wilkinson and Grant, were charged before Mr. Geoffrey Norman Orme, at the Police Court, this morning, with being in possession of lottery tickets.

Lance Sergeant Cooke gave evidence of arrest. The woman said she did not know they were lottery tickets, as she could not read. Later she pointed out certain things on a ticket relating to her husband's business. Lance Sergeant Cooke:—She said she could not read, yet she points to many things here.

His Worship:—She has taken a lot of interest in her husband's business, I can see. I think it best to warn your clients not to turn their fingers even with lottery tickets for amusement, because the law is so hard on them.

Mr. Dixon argued that if there was any guilty person it was the husband of the woman. She was illiterate and stupid, and it was hardly likely she would be sent round selling lottery tickets.

Mr. D'Almada said his clients were entitled to discharge, as there was no evidence that they had the tickets for the purpose of sale, and no money was found on them. The only defendant had given his statement in the box, and there was not the slightest shadow of guilt.

His Worship:—If I took all that was said by a prisoner in the box we would never get a conviction in the Colony. I must add a certain amount of salt to all I hear in the box.

Mr. D. Almadra said there was no evidence.

His Worship:—They have been found in possession, and if they are for their amusement I am sorry for them in face of the severity of the law. First defendant fined \$50, second \$40, and the woman \$10.

THE "PIRATES."

Charge of Attempting to Strip a Lighter.

At the Police Court, this morning, before Mr. Geoffrey Norman Orme, three Chinese youths were charged by Inspector Wills with attempting to strip a lighter at Tai Pak, which went ashore during the recent typhoon.

Mr. A. W. Van Ansel, manager of the Holland China Trading Company, said he was out in his yacht when he heard shouts. He asked what was the trouble and he was told "pirates" and he went on shore in a dinghy with his rifle to assist the villagers.

He found one of the defendants struggling with a sampan man. He also saw the second and third defendants in the water swimming, the latter in a very exhausted condition. One of the captives, produced here, testified by his youthful flag being on it.

He was astonished to find the defendants ashore after midnight, being yacht boys. The boys could not have been away more than half an hour—he would say about twenty minutes.

A partner of the Hui Tai firm, said that on August 17, their launch Ariel and a lighter, got ashore. On the twentieth they went out to Tai Pak and found found everything intact save for a few scratches. On August 24 one of the villagers whom he had left in charge of the lighter made a report to him, in consequence of which he found a cutter under sail. There was a second cutter near by and from the occupants thereof he ascertained the name of the owner of the cutter under sail, was Mr. Van Ansel. He examined his lighter and found about \$300 worth of damage had been done, the metal lining on one side of the lighter being torn out.

The case was proceeding as we went to press.

TYPHOON WARNING

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 9.40 a.m. today.

Typhoon in about 124 Long E. and 17 Lat. N., moving W.N.W.

SPECIAL CABLES.

THE POSITION AT NANKING.

Government Troops in Full Occupation.

(From Our Own Correspondent.)

Shanghai, Received Sept. 3.

Nanking is now completely in possession of the Government troops.

Looting is strictly limited.

Investigations show that the rebels had three lines of barricades at Taipingmen, but the position was rendered untenable by the shell fire.

"Die-Hards" Held Out.

(Reuter's Service to the "Telegraph.")

London, Received Sept. 2

Reuter's Shanghai correspondent says Nanking fell after a heavy bombardment.

Numbers of rebels escaped by the south gate, but the remnant of the famous rebel "Die-Hard" regiment is still holding out at Lion Hill. Fighting is proceeding in the streets.

CLAN JEALOUSY.

Curious Story from Sam Shui Po.

Mr. Goldring, of Messrs. Goldring and Russ, at the Police Court, this morning, before Mr. Geoffrey Norman Orme, defended an elder from Sam Shui Po, who was charged with two other men, one a police station coolie, with being concerned in a street disturbance.

It was explained by Mr. Goldring the defendant was a highly respectable man, an elder of the village, and it was very unlikely that he would be concerned in a row with a coolie in the street.

After hearing the evidence his Worship said: "The defendant is a respectable man, and it is very unlikely that he would be concerned in a row with a coolie in the street."

Mr. Goldring said there was much jealousy amongst the clans in the village and the rival clan to that of his client was jealous of his position. If they did not go to the amusement of his client, he would not interfere with them.

His Worship:—It is more a matter of money than power in this case.

Sergeant McKay said they suspect the defendant of being informers for the police.

The first defendant was bound over to the sum of \$100, the second in \$40, and the third was discharged.

Nothing was mentioned as to the recognizances of the first defendant in the first case of being bound over.

EASTERN COINAGE VARIATIONS.

The trip from Sydney to Japan in it is a numismatical education, according to Mr. J. B. Donkin. "On the round trip," he explains, "you call at six places, where a different local coin exists—Philippines, Japan, China, Hongkong, Singapore and Java. A dollar coined at Shanghai is worth 25 cents in Hongkong. The local coin at the Philippines is a peso, at Hongkong a dollar, at Shanghai a Marconi dollar, at Japan a yen, at Singapore a Straits Settlement dollar, and in Java a guilder. All these coins," Mr. Donkin adds, "are approximately equivalent to a shilling English money, and my belief is that you can buy for a shilling in Sydney what you pay two for in any of these other countries. The money of all nations upon earth, especially all British possessions, adopt a standard, the better it will be for commerce generally."

THE VICTORIA.

A Vessel With a History.

With memories of the grand reception tendered by the citizens of Vancouver to the new C.P.R. liner, Empress of Russia, upon her arrival in this port, marking the first step of a greater development of the trade between Vancouver and the Orient, says the "Vancouver World," of July 31, it is with quiet but enthusiastic pleasure that shipping men of this city greet the old Queen of the North, once known as the Parthia, but now as the Victoria, which arrived last night from Seattle in the service of the Alaska Steamship Co., to load 1400 tons of freight for the north.

It was the Parthia that was the first vessel to find the famous Parthia shoal, in the First Narrows, thus giving the shoal her name. The shoal was recently removed by the government dredge Macdonald, but the vessel is still having a life of activity and, judging by her good appearance, she is likely to be in active service for many more years to come.

The Parthia, together with the two other Cunard liners, Batavia and Abyssinia, was chartered by the C.P.R. before the old Empress boats, Empress of India and Empress of Japan, were built, for service between this port and the Orient. That was over 25 years ago, and today the Parthia, now known as the Victoria, is tied up alongside the No. 1 wharf, the same wharf that she used to come to in the old days.

The Parthia was seized by the Japanese in the Russo-Japanese war, for carrying contraband. She was built in the year 1870 by W. Denny Brothers, Dunbar, for the western ocean trade of the Cunard lines, between Liverpool and Quebec. She is 3502 tons gross and her length is 380 feet. She also carries a wireless equipment. Her port of register is now Port Townsend, Washington. When in the service of the C.P.R., she had three masts, and was rigged on two, also a forward well deck and after well deck. The original ring bolts are still to be seen by the scuttles and the old steel deck houses. Many alterations have been made on the old vessel, including additional housing and a fuel oil burning equipment. Her owners spent a large sum two years ago to make the change to the oil fuel system. The deck space between the two houses used to be clear, but it is now built in and a boat deck has been added. The original steering machine is still in use, built by Muir & Colquhoun, Glasgow.

Not only has the vessel got an interesting history, but her skipper, Captain J. A. O'Brien, from

DAIRY FARM NEWS.

FRESH MILK

No careful mother can afford to use any but

Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk.

The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:—
Good, Clean & Wholesome Milk.

Ireland, as his name implies, has had a varied career on this coast, and is an old timer in Vancouver. Captain O'Brien took the first full load of canned salmon from the Fraser river to London, when skipper of the Ali, C. Dicker, sailing from Boston in the year 1870. He has been in service on this coast for 45 years and came to Vancouver in 1868.

Thirty years ago, Captain O'Brien bought the steamer Umatilla, now plying between this port and San Francisco in the service of the Pacific Coast Steamship Company, and under the command of "Umatilla" Reilly, into Esquimaux harbour after she had been abandoned at sea, when she struck the Umatilla rock. He was one of the vessel at the time and he was assisted only by two men. The weather was cold and he had great difficulty in bringing the vessel back to port. Captain O'Brien was skipper of the Premier in the years 88 to '99, owned by the C.P.R. Co., when Captain John Irving was manager of the company. He has relatives in Vancouver and a wide circle of friends, especially among the old-timers here.

EMISSARIES TO JAPAN.

Dr. Junichi Soyeda, former Minister of Finance of Japan, and also a prominent educator, and Mr. Tado Kamiya, honorary secretary of the Tokyo Chamber of Commerce, were commissioned some time ago by the Japanese Government to enquire into the conditions of the Japanese in California, and how they would be affected under the new anti-alien land regulations which went into effect on August 10.

Both of the Japanese visitors express their belief that the question of Japanese residents in California, as well as in all other places in America, will be settled satisfactorily. They consider that most of the trouble over Japanese has been caused by their countrymen's lack of knowledge of the local political conditions, and that any immigration matters in dispute can easily be adjusted by negotiations between the two governments. Dr. Soyeda and Mr. Kamiya left for Japan on the R. M. S. Empress of Russia on August 13.

Indian Immigrants to Vancouver. Victoria, B. C. July 31.—Immigration officials were confronted with an old problem yesterday afternoon when the Sida Maru arrived from the Orient, five men, one woman and two children, natives of India, wishing to enter this country. Four of the men were newcomers, but the others were returning. The authorities have not yet decided whether the latter shall be admitted to Canada or be deported.

Curious Incident at Cricket Match.

There was an unusual incident in the Yorkshire and Surrey match at Hull, Barlow, the umpire, calling wide to a delivery from Hinch, the Surrey fast bowler, which bounced over the batsman's head. This contingency is expressly provided for in the laws of cricket, which state that "if the bowler shall bowl the ball so high or so wide of the wicket that, in the opinion of the umpire, it is not within reach of the batsman, the umpire shall call 'wide ball.'" In first-class cricket, however, the occasions upon which a bowler sends the ball over the batsman's head are so rare that many of the spectators at Hull were bewildered by the umpire's decision.

To-day's Advertisements

DOUGLAS STEAMSHIP CO., LD.

THE Ordinary General Meeting of Shareholders in the above Company will be held at the Company's Offices, on Wednesday the 24th of September, at noon for the purpose of receiving the Report of the General Managers, together with a Statement of Account to June 30th, 1913. The Transfer Books will be closed from the 19th to the 24th of September, both days inclusive.

DOUGLAS LARPAK & Co., General Managers, Hongkong, 3rd Sept., 1913. (149)

AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"POLERIC," having arrived, Consignees of cargo are hereby informed that their goods are landed and placed at their disposal in the Godown of the Hongkong & Kowloon Wharf & Godown Co. at Kowloon, whence delivery may be obtained.

Goods not cleared by the 11th Sept. will be subject to rent. All broken, chafed and damaged goods are to be left in the Godown, where they will be examined on Thursday 11th September at 9.30 a.m.

All claims must be presented within ten days of steamer's arrival and no claim will be admitted after the goods have left the Godown.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

THE BANK LINE LTD., Hongkong, 3rd Sept., 1913. (147)

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG," having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godown of the Hongkong & Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after the 10th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 10th of September, at 9.30 a.m.

All claims must reach us before the 17th of September, 1913, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELOCHERS & CO., General Agents, Hongkong, 3rd Sept., 1913. (170)

MACKINTOSH

& CO., LTD.

"MEN'S WEAR SPECIALISTS."

COAT SWEATERS

AND

SWEATERS

IN

WHITE

AND

COLOURS.



16 DES VOEUX ROAD 16

(Next door to Thos Cook & Son.)

WILLIAM POWELL, LTD.

TELEPHONE 216

NEW

BABY CARRIAGES

WOOD AND CANE BODIES.

WIRED-ON TYRES

Smart Inexpensive types.

J. ULLMANN & COMPANY.

We are the BEST Jewellers and also have the BEST Cut Glass, and Fancy Goods of all varieties.

Queen's Road, (Corner of Flower Street).

LANE, CRAWFORD & CO.

LADIES DEPARTMENT.

SALE

NOW PROCEEDING

TEN DAYS ONLY.

MARTELL'S

BRANDIES.

The Firm of MARTELL & Co.



was founded, in 1715 and from that date up to the present time they have always shipped the finest pure Grap Brandies from the Cognac District. The

Medical Professors

commend these

invalid

G.

6.

Shipping

CANADIAN PACIFIC
ROYAL MAIL.

STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Russia 10th Sept.	Empress of Britain 2nd Oct.
Empress of India 24th Sept.	Allan Line 23rd Oct.
Empress of Asia 8th Oct.	Empress of Britain 30th Oct.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamships of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N.
CO., LTD.

APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS. EASTWARD.

S.S. "JELUNGA" 5,206 tons, Capt. Sullivan, will be despatched for KOBÉ and MOJI on 19th Sept.

S.S. "A. APCAR" 4,447 tons, Capt. Walker, will be despatched to KOBÉ and MOJI 23rd Sept.

WESTWARD.
S.S. "G. APCAR" 4,600 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 17th Sept.

S.S. "DILWARA" 5,378 tons, Capt. Ramag, will be despatched as above on 22nd Sept.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Sept. 3rd, 1913. Agents

HONGKONG, CANTON, MACAO
AND
WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG. WEDNESDAY, 3rd SEPTEMBER.

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN." THURSDAY, 4th SEPTEMBER.

8.00 a.m. "HEUNGSHAN." 8.00 a.m. "HONAM." 10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton, Company's Steamers—Day Steamers Call No. 776. Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651. HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG. Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 7th September.

The Company's Steamship,

"SUI AN."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.

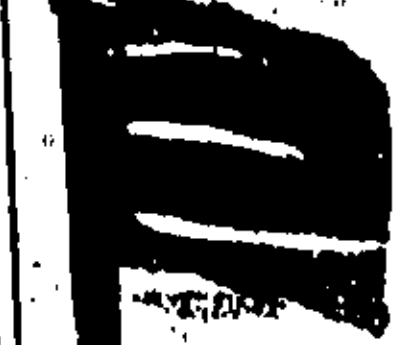
(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination.	Steamers	Sailing Date.
MARSEILLES, LONDON & ANTWERP. via Singapore, Penang, Colombo, Suez, and Port Said.	KITANO MARU Capt. F. Cope IYO MARU Capt. Birase	WED'DAY, 10th Sept. at daylight. WED'DAY, 24th Sept. at daylight.
VICTORIA, B.C. and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama.	AWA MARU Capt. Shimidzu SADO MARU Capt. Asakawa	TUESDAY, 9th Sept. at 4 p.m. TUESDAY, 23rd Sept. at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.	KUMANO MARU Capt. Winckler INABA MARU Capt. Tominaga	WED'DAY 24th Sept. at noon. WEDNESDAY, 2nd Sept. at noon.
CALCUTTA via Spore, Penang & Rangoon.	COLOMBO MARU Capt. Kawashima	SATUR., 6th September.
BOMBAY via Singapore and Colombo.	BOMBAY MARU Capt. Tozawa	SATURDAY, 6th Sept.
KOBÉ & Yokohama.	TANGO MARU Capt. Yoshikawa	THURS., 11th Sept. 11 a.m.
NAGASAKI, Kobe & Yokohama.	INABA MARU Capt. Tominaga	WED'DAY, 24th Sept. noon.
SHANGHAI, Moji & Yokohama.	RANGOON MARU Capt. Kamoshita	SUNDAY, 7th Sept.
SHANGHAI, Kobe & Yokohama.	TOSA MARU Capt. Sato	MONDAY, 15th Sept.

† Cargo only.

† Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA	KOBÉ	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

SHANGHAI	"ANHUI"	4th Sept. at 4 p.m.
NINGPO, SHANGHAI & NEWCHANG	"NINGPO"	5th Sept. at daylight
SHANGHAI	"CHENAN"	6th Sept. at midnight
MANILA, CEBU & YLO	"TAMING"	8th Sept. at 4 p.m.
SHANGHAI	"LUCHOW"	11th Sept. at 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

AUSTRALIAN ORIENTAL LINE.

MANILA, Zamboanga & "TAIWAN" 24th Sept. at 3 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

"MANILA LINE"—Twin Screw Steamers "Chinua," "Taming" and "Teann." Excellent saloon accommodation amidships; electric fans fitted; extra state-rooms on deck aft on "Taming" & "Teann."

"SHANGHAI LINE"—The Twin Screw steamers "Anhui," "Chenan," "Linan" and the S. S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

Those steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 2nd Sept. 1913.

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG."

CAPT. PANNIER,

Will leave for Haiphong direct

on Thursday the 4th September at 10 a.m.

For Freight and passage apply to M. SAINT CLAIR,

de BUSSIERRE, Agent

MESSAGERIES MARITIMES CIE.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
RUBI	4000	J. Miller	{ Manila Mangarin, Cebu and Iloilo.	THURSDAY, 4th Sept. 4 p.m.
ZAFIRO	4000	F. S. McMurray	{ Manila Mangarin, Cebu and Iloilo.	SATURDAY, 13th Sept. 4 p.m.

Electric light Fans in every cabin; competent stewards on board.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 26th Aug. 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Tjilatjap	JAVA	1st half Sept	JAPAN	at half Sept.
Tjilatjap	JAVA	1st half Sept	SHAI	1st half Sept.
Tjilatjap	SHAI	1st half Sept	JAVA	1st half Sept.
Tjilatjap	JAVA	2nd half Sept	SHAI	2nd half Sept.
Tjilatjap	JAPAN	2nd half Sept	JAVA	2nd half Sept.
Tjilatjap	JAVA	2nd half Sept	JAPAN	2nd half Sept.
Tjilatjap	JAVA	1st half Oct	SHAI	1st half Oct.
Tjilatjap	JAVA	1st half Oct	JAVA	1st half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375. York Building. 15

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of Sailing
S.S. "Hongkong Maru"	11,000	S. Togo	Sept. 19, at noon
S.S. "Shinyo Maru"	22,000	H. S. Smith	Sept. 25, "
S.S. "Chiyu Maru"	22,000	W. W. Greene	Oct. 17, "
S.S. "Nippon Maru"	11,000	A. G. Stevens	Nov. 5, "
S.S. "Tenyo Maru"	22,000	E. Bent	Nov. 11, "

The S.S. Hongkong Maru will be despatched for San Francisco via Manila, Kobe, Nagasaki, and Honolulu on Thursday 19th Sept. at noon.

These steamers are equipped with Turbine Engines and Triple Scraws.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Buyo Maru	10,500	Saturday, October 4, at Noon.
Anyo Maru	18,500	Wednesday Dec. 3, Noon
Kiyu Maru	17,200	Thurs., Feb. 5, 1914 at noon

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
10,000 tons, twin screws.	10,000 tons, twin screws.	10,000 tons, twin screws.	10,000 tons, twin screws.

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Island Sea), Yokohama and Honolulu (the Paradise of the Pacific). Through Service via New York to Europe.

Also NILE, 10,000 tons, CHINA, 10,000 tons, and PERSIA, 9,000 tons.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

THE COMPANY, London by this route, with its unparalleled opportunities, is a return ticket from London to San Francisco via Japan and Honolulu the cost is £45. By the first-class accommodation is provided for £1 to London, return ticket £100 and to San Francisco £45. SPECIAL RATES to Army and Navy officers, Diplomats, Consular or Civil Service.

Steamers: "Persia" 9,000 Tons Sailing Sept. 13, at noon.

Passengers holding through tickets have privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
Sept. 11 "PERSIA"	Sept. 11	Sept. 11	Sept. 11
Oct. 11 "CHINA"	Oct. 11	Oct. 11	Oct. 11
Oct. 11 "NILE"	Oct. 11	Oct. 11	Oct. 11

* Intermediate Steamers.

King's Building (Opp. Blake Pier). R. C. MORTON, Telephone No. 141

Hongkong 2nd September, 1913.

Panama-Pacific International Exposition-San Francisco-1915.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN.

Steamships.	Captain	Leaving.
HAICHING	W. C. Passmore	FRIDAY, 5th Sept., at 11 a.m.
HAIVANG	A. E. Hodgins	TUESDAY, 9th Sept., at 11 a.m.
HAITAN	J. S. Roach	FRI., 12th Sept. at 11 a.m.

FOR SWATOW.

HAIMUN	J. W. Evans	SUN., 7th Sept., at 11 a.m.
--------	-------------	-----------------------------

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.

General Managers.

LOG BOOK.

Second Mercantile Fleet in World.

The American steamship companies which have already signified their intention to run steamers through the Panama Canal from coast to coast will have enough steamers when the canal is completed according to the "Review of Reviews" to despatch a ship from the Atlantic to the Pacific practically every business day throughout the year. This means that there will always be an American coastwise ship in the canal—a ship of a regular line service for general freight on a fixed, announced schedule. In addition, there will be the "tramp" business. The American merchant marine to-day is very much larger and more powerful than these who are unfamiliar with it may imagine. It is in aggregate tonnage the second mercantile fleet in the world—a fleet of 7,714,183 tons, an official report on July 1, 1913. Of this significant total 2,949,924 tons is represented by the shipping of the great Northern lakes, but the Atlantic fleet is larger still, or 3,825,695 tons, and the Pacific fleet is 933,319 tons. These vessels, with the craft of Porto Rico, Hawaii and the western rivers, make up the aggregate of 7,714,183 tons, all but 932,101 tons of which is employed in coastwise or domestic commerce. The coastwise fleet of 6,782,182 tons compares impressively with the 1,300,057 tons of British shipping employed wholly or partly in the coastwise trade of the United Kingdom, or with the entire German merchant marine, in both foreign and coastwise commerce, of 4,503,005 tons, or with the total 2,088,005 tons of France, or with the total 1,450,840 tons of Italy. The coastwise laws have kept alive the spirit of maritime skill and enterprise in the last decade, increasing from 5,104,839 in 1900 to 7,508,082 tons in 1910, an increase of forty-five per cent. It is the second largest in the world. It is considerably larger than the merchant marine of Germany, which is third, but, of course, it is much smaller than the British merchant marine, which is first. The great preponderance of British tonnage is steam, which is reckoned potentially as two and one-half times that of a sailing ship. There are a great many sailing ships yet under American register.

Built for Russian Volunteer Fleet.

The steamship "Novgorod," 402 ft. in length, 50 ft. 6 in. breadth, and 30 ft. 6 in. depth moulded, has been completed at the Wallend shipyard of Messrs Swan, Hunter and Wigmore Richardson (Limited) for the Russian Volunteer Fleet Association, of St. Petersburg. She has Neptune triple expansion engines which are capable of driving the ship when fully loaded with 7,000 tons deadweight at a speed of 11 knots. In addition to carrying cargo, the "Novgorod" has accommodation for 30 first class passengers and for more than 1,000 emigrants.

To Visit America.

Prince Louis of Manago, with this father, Prince Albert, head of the great gambling establishment, Monte Carlo, is making an extensive tour on their private yacht Hironelle. The Prince expects to visit New York in the early autumn and plan to spend several weeks in New York, Newport and Washington.

The Wheeler Case.

The "Japan Herald" says that the appeal lodged by Mr. W.A. Wheeler, of the firm of Genz. Wheeler & Co., lately conducting business in Yokohama, who, after being sentenced to four years' imprisonment in the Yokohama District Court on a charge of obtaining money by fraud, was allowed out on bail of ¥2,000 is to be heard on October 13 in the large hall of the criminal section of the Tokyo Appeal Court. Chief Judge Yokohama and Associate Judges Okada and Abiko will hear the appeal; Public Prosecutor Dr. M. Yamada will appear on behalf of the prosecution, Mr. De Becker together with Mr. D

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On

YHAMA, Kobe & Moji ... LAISANG ... Thurs., 4th Sept. at d'light.

SHANGHAI via Swatow ... CHOYSANG ... Thurs., 4th Sept. at noon.

S'PORE, Penang & Ceylon ... KUTSANG ... Fri., 5th Sept. at 2 p.m.

CHINWANTAO ... HOPSANG ... Sat., 6th Sept. at noon.

MANILA ... YUENSANG ... Sat., 6th Sept. at 2 p.m.

SHANGHAI ... HANGSANG ... Sun., 7th Sept. at d'light.

TIENSIN ... CHEONGSHING ... Tues., 9th Sept. at noon.

MANILA ... LOONSANG ... Sat., 13th Sept. at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang," "Kumsang," "Lovat," "Yatsi-g" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang" and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yungtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LD.

General Managers.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Home-ward.

For Steamship Date of Sailing

LONDON & ANTWERP ... RADNORSHIRE ... 12th October.

LONDON & ANTWERP ... VESTALIA ... 18th October.

LONDON & ANTWERP ... DEN OF RUTHVEN ... 26th October.

New Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA V'VER, ST'LE ... DEN OF GLAMIS ... 23rd September.

TACOMA & P'LAND ... DEN OF AIRLIE ... 16th November.

VICTORIA V'VER, ST'LE ... DEN OF AIRLIE ... 16th November.

TACOMA & P'LAND ... MONMOUTHSHIRE ... 14th December.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

AGENTS.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4154 tons gross, Capt. Chidly, will be despatched for YOKOHAMA, KOBE & MOJI on the 10th September at 4 p.m. taking cargo and passengers at current rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS.

Telephone No. 215.

Hongkong, 3rd Sept. 1913.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEWORKERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

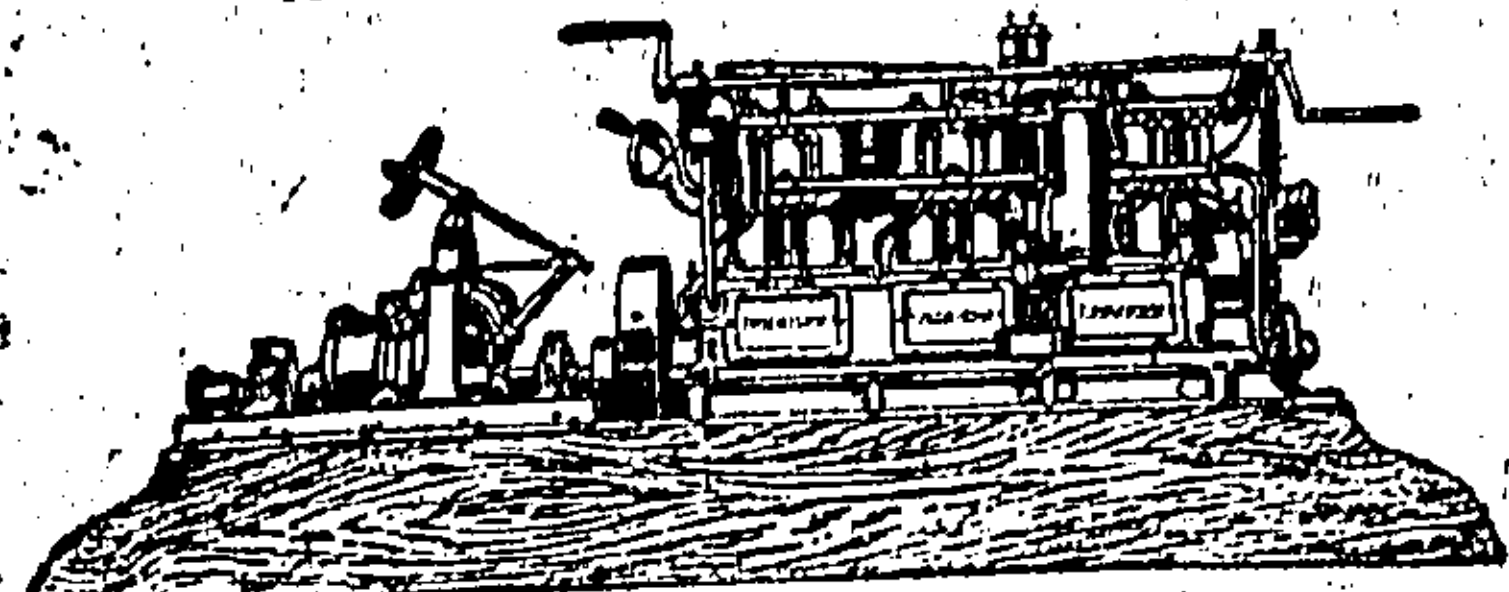
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B. H. P.

As supplied to the British Admiralty & War Office.



C.B. type Motor and Reverse Gear.
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GURBOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

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VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp ...	Radnorshire ...	J. M. & Co. ...	12 October
London via Usual Ports of Call ...	Devanha ...	P. & O. Co. ...	13 Sept.
Havre and Hamburg ...	Belgravia ...	H. A. L. ...	13 Sept.
do ...	Senegambia ...	H. A. L. ...	1 Oct.
Havre Bremen & Hamburg &c. ...	Scandia ...	H. A. L. ...	18 Sept.
Havre, Emden and Hamburg &c. ...	Suavia ...	H. A. L. ...	4 Sept.
Havre, Antwerp & Hamburg &c. ...	Gracia ...	H. A. L. ...	18 September
M'ville via S'gon, S'pore, C'bo, Port Said ...	Australia ...	M. M. Co. ...	9 Sept.
Marseilles, London & Antwerp via S'pore, &c. ...	Kilano Maru ...	N. Y. K. ...	10 Sept.
Trieste via Singapore, Penang, Colombo, &c. ...	Africa ...	S. W. & Co. ...	15 September
Marseilles, Rotterdam, Hamburg & Antwerp, &c. ...	O. J. D. Ahlers ...	H. A. L. ...	7 Sept.

New York, San Francisco and Canada.

New York ...	Satsuma ...	D. & Co. ...	12 Sept. about
San, Francisco via Manila and Japan, &c. ...	Persia ...	P. M. Co. ...	13 Sept.
do ...	Hongkong Maru ...	T. K. K. ...	19 Sept.
do ...	Korea ...	P. M. Co. ...	20 Sept.
San, Francisco via Keelung & Japan &c. ...	Panama Maru ...	O. S. K. ...	17 Sept.
Victoria, B.C., & Tacoma via Keelung, &c. ...	Tacoma Maru ...	O. S. K. ...	4 September
do ...	Awa Maru ...	N. Y. K. ...	9 Sept.
Victoria, B.C., & Seattle via Keelung, &c. ...	E. of Russia ...	C. P. R. Co. ...	10 Sept.
Vancouver via Shanghai and Japan, &c. ...	C. F. Laeisz ...	H. A. L. ...	30 Sept.
Vancouver, Seattle, Tacoma & P'land (Or.) ...	Den of Glamis ...	J. M. & Co. ...	21 Sept. about
Victoria, Vancouver, Seattle, Tacoma & P'land ...	Buyo Maru ...	T. K. K. ...	4 October
Mexican, Peruvian and Chili Ports via Japan ...			

Australia.

Australian Ports via Manila ...	P. Waldemar ...	M. & Co. ...	6 September
do do ...	St. Albans ...	G. L. & Co. ...	19 Sept.
do do ...	Kunano Maru ...	N. Y. K. ...	24 Sept.

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c. ...	Tjitaroem ...	J. C. J. L. ...	Quick despatch
do do do ...	Tjimahi ...	J. C. J. L. ...	Quick despatch
Japan ...	Tjiliwong ...	J. C. J. L. ...	Quick despatch
Kobe ...	Coblenz ...	M. & Co. ...	16 Sept. about
Moji, Kobe and Yokohama ...	Indo Maru ...	O. S. K. ...	20 September
Yokohama and Kobe via Shanghai ...	China ...	S. W. & Co. ...	27 Sept. about
Yokohama, Kobe and Moji ...	Laisang ...	J. M. & Co. ...	4 Sept.
Kobe and Yokohama ...	Tango Maru ...	N. Y. K. ...	11 Sept.
Chinwanto ...	Hopsang ...	J. M. & Co. ...	8 Sept.
Manila, Mangarin, Iloilo and Cebu ...	Rubi ...	S. T. & Co. ...	4 Sept.
do do ...	Zafiro ...	S. T. & Co. ...	13 Sept.
Manila ...	Yuensang ...	J. M. Co. ...	6 Sept.
do ...	Loongsang ...	J. M. & Co. ...	13 Sept.
Manila, Cebu and Iloilo ...	Taming ...	B. & S. ...	9 Sept.
Nagasaki, Kobe & Yokohama ...	Inaba Maru ...	N. Y. K. ...	24 Sept.
Tientsin ...	Cheongshing ...	J. M. & Co. ...	2 Sept.
Shanghai via Swatow ...	Choysang ...	J. M. & Co. ...	4 Sept.
Shanghai, Moji and Kobe ...	Rangoon Maru ...	N. Y. K. ...	7 Sept.
Shanghai, Moji, Kobe & Yokohama ...	Yeddo ...	A. N. & Co. ...	7 Sept.
do do do ...	Nile ...	P. & O. ...	4 Sept. about
Shanghai, Kobe & Yokohama ...	Chili ...	M. M. Co. ...	Quick despatch
do do do ...	Liberia ...	H. A. L. ...	11 Sept.
Shanghai, Kobe & Moji ...	Jelanga ...	B. & S. ...	10 Sept.
Shanghai, Tsingtau, Kobe and Yokohama ...	Tjilatjap ...	J. C. J. L. ...	Quick despatch
Shanghai ...	Tjikini ...	J. C. J. L. ...	Quick despatch
do ...	Anhui ...	B. & S. ...	4 Sept.
do ...	Assaye ...	P. & O. Co. ...	11 Sept. about
do ...	Tjipanas ...	J. C. J. L. ...	Quick despatch
do ...	Chenan ...	B. & S. ...	6 Sept.
do ...	Hangsang ...	J. M. & Co. ...	7 Sept.
do ...	Luohow ...	B. & S. ...	11 Sept.
do ...	Koerber ...	S. W. & Co. ...	1 October
Shanghai, Nagasaki, Kobe and Yokohama ...	Tosa Maru ...	N. Y. K. ...	15 Sept.
Shanghai, Yokohama, Kobe and Moji ...	Japan ...	A. N. & Co. ...	2 October about
Swatow, Amoy and Foochow ...	Haiching ...	D. L. & Co. ...	5 Sept.
do do do ...	Haiyang ...	D. L. & Co. ...	9 Sept.
Singapore, Penang, & Calcutta ...	G. Apoor ...	D. S. & Co. ...	14 Sept.
do do do ...	Kutsang ...	J. M. & Co. ...	5 Sept.
Ningpo and Shanghai ...	Ningpo ...	B. & S. ...	5 Sept.
Anping and Takao via Swatow and Amoy ...	Soebu Maru ...	O. S. K. ...	4 Sept.
Bombay via S'pore Port S'ham, Pen'ge & O'bo ...	Luzon Maru ...	O. S. K. ...	4 Sept.
Singapore, Penang, Rangoon & Calcutta ...	Colombo Maru ...	N. Y. K. ...	6 Sept.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessels.
Yokohama, Haiphong, Swatow, Hoihow, Swatow, Tacoma, Macao, Philippines, Shanghai.	Laisang, Si-Kiang, Soebu Maru, Hongkong, Choysang, Tacoma Maru, Sui Tai, Rubi, Anhui.

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessels.
Moji, Singapore.	Kenkon Maru, Nile (P. & O.).

AMERICAN MAIL.

The P.M. s.s. Korea sailed from Yokohama for Hongkong via Japan Ports and Manila, on the 31st August, and will arrive in Hongkong on 12th, September. The mails from the United States have been transferred to the s.s. Australian of the Messageries Maritimes due to arrive in Hongkong on the 8th of September.

CANADIAN MAIL.

The C. P. R. s.s. Empress of India left Vancouver on the 27th August, and is due to arrive at Hongkong on the 18th September.

AUSTRALIAN MAIL.

The E. & A. s.s. Eastern left Sydney for this port (via Queensland Ports Timor and Manila) on 27th ult., and may be expected to arrive here on 20th Sept.

The I. G. M. s.s. Coblenz left Sydney on the 23rd ult., and may be expected here on or about the 15th of September.

MERCHANT STEAMERS.

The I. G. M. s.s. Prinz Waldeker left Kuchinotsu on the 31st of August at 10 p.m. and may be expected here on or about the 5th inst., at daylight.

The Japanese s.s. Kenkon Maru left Moji on 30th August for this port, and is due to arrive here on about the 4th September.

The Danish s.s. Indien left Singapore on the 3rd of August and may be expected here on or about the 5th inst., p.m.

The P. & O. s.s. Nile left Singapore for this port on the 30th August at 8 a.m. and is due here on the 4th September at about 7 a.m.

The M. gul Line s.s. Montrose from Glasgow, Liverpool and Straits, sailed from Singapore on August 9 and is due here on or about the 5th September.

The Danish s.s. Tranquebar left Vladivostok on the 29th August, and may be expected here on or about the 5th September.

The s.s. Glenlogan, passed the Suez Canal on 25th July for Hongkong via Straits.

The T.K.K. s.s. Buyo Maru left Manzanillo for Honolulu on the 28th July and is due in Hongkong on the 20th September.

The Swedish East Asiatic Co.'s s.s. Yeddo left Gothenburg on the 23rd July, and is expected to arrive here on or about the 7th September.

(Continued on Page 8)

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Next Sailings from Hongkong:

Ship	Departure	Ship	Departure
S.S. LIBERIA	11th Sept.	S.S. ARABIA	6th Oct.
S.S. ALBENGA	20th Sept.	S.S. SEJGOVIA	20th Oct.
S.S. SUEDMARK	20th Sept.	S.S. ALTMAR	5th Nov.

HOMEWARD.

Ship	Departure	Ship	Departure
For M'elles, Rotterdam, Hamburg & Antwerp: S.S. O.J.D. AHLERS	8 Sept.	For Bremen, Hamburg & Antwerp: S.S. SUEZIA	5th Oct.
For Havre & Hamburg: S.S. BELGRAVIA	13th Sept.	For Marseilles, Havre & Hamburg: S.S. HOERDE	5th Oct.
For Havre, Antwerp & Hamburg: S.S. GRAECIA	18th Sept.	For Marseilles, Rotterdam & Hamburg: S.S. SACHSEN	12th Oct.
For Havre, Bremen & Hamburg: S.S. SCANDIA	18th Sept.	For Havre, Bremen & Hamburg: S.S. LIBERIA	19th Oct.
For V'v'er, S'ile, and/or T. & P. (Or.): S.S. G. FERD LAEISZ	30th Sept.	For V'v'er, S'ile, and/or T. & P. (Or.): S.S. ANDALUSIA	25th Oct.
For Havre & Hamburg: S.S. SENEGAMBIA	1st Oct.		

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The s.s. "VLADIMIR," 5620 R.T., Captain Kamichansky, is expected to arrive at Hongkong about the 15th day of September 1913.

The s.s. "KIEV," 5566 R.T., Captain Stetsky, is expected to arrive at Hongkong about the 5th day of October 1913.

N.B.—The exact dates of arrival will be published after receipt of telegram from the last port of call of the steamer.

For Freight, Passage and further particulars please apply to

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Hongkong, 29th Aug. 1913

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Brown, S. M.	Krisnan, A.
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Notice.

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SHIP CHANDLERS,

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MERCHANTS.

Hongkong, 23rd May, 1912.

MOVEMENTS OF STEAMERS.

(Continued from page 7.)

MERCHANT STEAMERS.

The N. Y. K. s.s. Sado Maru (American Line) left Seattle for this port on the 21st ult., and is expected here on the 14th Sept.

The N. Y. K. s.s. Rangoon Maru (Bombay Line) left Bombay for this port via ports on the 20th ult., and is expected here on the 6th September.

The N. Y. K. s.s. Kitano Maru (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 27th ult., and is expected here on the 8th Sept.

The N. Y. K. s.s. Bombay Maru (Bombay Line) left Kobe for this port via Moji on the 28th ult., and is expected here on the 5th September.

The N. Y. K. s.s. Tosa Maru (California Line) left Calcutta for this port via ports on the 26th ult., and is expected here on the 14th September.

The N. Y. K. s.s. Yokohama Maru (American Line) left Seattle for this port via ports on the 26th ult., and is expected here on the 28th September.

The N. Y. K. s.s. Tango Maru (European Line) left Colombo for this port via Singapore on the 28th ult., and is expected here on the 10th September.

The C. N. S. s.s. Haungang from Shanghai is due at Hongkong on the 5th Sept.

The S. L. s.s. Harpalva from Moji is due at Hongkong on the 3rd Sept.

The S. L. s.s. Radnorshire from London is due at Hongkong on the 6th Oct.

The S. L. s.s. Den of Glamis from London passed the Canal on the 15th ult., and is due at Hongkong on the 13th Sept.

The L. S. s.s. Indrani passed the Canal on the 15th ult., is due at Hongkong on the 10th Sept.

VESSELS IN PORT.

Steamers.

Amie, N.Y. s.s. 12017, A. Arntzen, 22nd ult.—Bangkok 15th ult. Rice—Gen. Tye

Huey, Fr. s.s. 710, A. Cornillier, 14th ult.—Haiphong 22nd ult. Gen. A. R. Marty

Lathow, Br. s.s. 1221, Meathrel, 24th ult.—Shanghai Gen.—B. & S.

Kiang Ping, Chi s.s. 1, 22, W. don, 7th ult.—Hankow Gen.—T. L. & Co.

Tactima Maru, Jap. s.s. 3,830, T. Ramada, 27th ult.—Manila 24th ult. Flour and Gen.—O.S.K.

Kumchow, Br. s.s. 1,450, J. A. Martin, 27th ult.—Sai-gon 23rd ult. Rice—Chinese

Yi Loong, Br. s.s. 1,321, E. Wrightson, 27th ult.—Bangkok 2nd ult. Gen.—Khoo Seng

Tjitarom, Dut. s.s. 5,667, J. Bouman, 27th ult.—Java 26th ult. Sugar and Rattan—J. C. J. L.

Sikang, Fr. s.s. 615, J. Parnier, 28th ult.—Haiphong 26th ult. Gen.—N. M. & Co.

Signal, Br. s.s. Bendixon, 28th ult.—Kwangson 27th ult. Stone—J. & Co.

Chimsang, Br. s.s. 1,488, L. G. Mattoek, 29th ult.—Sourabaya 18th ult. Sugar—J. M. & Co.

Kamor, Nor. s.s. 949, Falek Muns, 29th ult.—Bangkok 21st ult. Rice—Order.

Kunajiri Maru, Jap. s.s. 1,952, Kuwana, 29th ult.—Moji 23rd ult. Coal—M. B. K.

Carl Diederichsen, Ger. s.s. 774, E. Pahron, 30th ult.—Hoihow 29th ult. Gen.—J. & Co.

Warren, Amor. s.s. 4,000, S. F. Randall, 30th Aug.—Manila, Gen.—Q. M. D.

Hongkong, Fr. s.s. 739, Marquiere, 30th Aug.—Haiphong 28th Aug. Gen.—A. R. Marty

Pongtong, Ger. s.s. 997, W. Botebub, 31st Aug.—Bangkok 22nd Aug. Rice and Meal.—B. & S.

Anghin, Ger. s.s. 1,001, Chr. Kumpil, 31st Aug.—Bangkok 21st Aug. Gen.—B. & S.

Choysang, Br. s.s. 1,424, M. Courtney, 31st Aug.—Shanghai and Swatow 26th Aug. Gen.—J. M. & Co.

Soshu Maru, Jap. s.s. 1,110, K. Tashiro, 31st Aug.—Swatow, 29th Aug. Gen.—O. S. K.

Drufar, Nor. s.s. 1,102, J. Bing, 31st Aug.—Bangkok and Swatow 30th Aug. Gen.—Kin Tye Long.

Ava Maru, Jap. s.s. 3,912, R. Shimizu, 31st Aug.—Shanghai 28th Aug. Gen.—N. Y. K.

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"Gentlemen, look at this evidence!"

You could not ask for more intelligent and trustworthy witnesses than these well-known people who have come forward, of their own free will, to testify in public that they have taken Sanatogen—that it did really benefit their health—and that it specially benefited their nerves.

Weight their evidence well, gentlemen! And remember that I can also produce over 16,000 original letters, signed by responsible practicing physicians, who commend Sanatogen because of the excellent results which they have obtained from it in cases of nervous exhaustion, brain-fag, sleeplessness, depression, lassitude, anemia, digestive disorders, dysentery, and various wasting diseases.

But, gentlemen, I will not ask you to base your final verdict upon this evidence. I will ask you to give your verdict upon the evidence of your own senses—to let your own bodies tell you whether Sanatogen is a true health-giver.

In one word, gentlemen, I will ask you to

Try Sanatogen Yourself!

Buy a bottle of Sanatogen today. It is sold by all Chemists. And write for a Free Copy of "The Art of Living," by Dr. Andrew Wilson, the well-known Medical Author. This interesting book, "The Art of Living," contains a complete and reliable guide to health and happiness. Write at once, enclosing this paper, to the manufacturers of Sanatogen, Messrs. A. Walling & Co., Ltd., Raffles Place, Singapore.



Dr. C. W. S. says: "The well-known Medical Author, Dr. Andrew Wilson, writes: 'Sanatogen is a specially adapted food that has solved the problem of giving strength in such a way that the nervous system can take hold of it.'"

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COMMERCIAL.

Siam's Trade With China.

During the year 1912 the total of Siam's trade with China is given as 1,984,133 Baikwan Tael. Goods shipped from Siam to China ports amounted to Tls. 49,865, while Chinese exports to Siam were worth Tls. 1,934,273.

Lih Teh Oil Mills Meeting.

The third annual general of the Lih Teh Oil Mill Co., Ltd., was held last week at Shanghai. Mr. A. W. Burkill presided, supported by Messrs G. H. Potts, M. Demets, and Liu Chang-yin, directors; 4,748 shares were represented. The Chairman said:—"You will notice that the accounts cover a period of 17 months, as your directors decided it would be better to change the financial year of the company as in the usual way we finish working cotton-seed, our chief business, by the end of May. The result of the 17 months working is very disheartening, but we have had many difficulties to contend with, and I might point out that 1912 was a bad year for oil mills all over the world. Owing to the Revolution, which started at the end of 1911, we were unable to get a proper supply of seeds, and what we did get during the spring of 1912 were poor in quality, being badly weathered, and for the first 8 months of 1912 the mill was only able to work half the time. During part of August and September we worked on rapeseed; the quality was good but the prices ruling in the home markets for oil were not very satisfactory, and while we did not make very much money, we were able to keep the mill going. New cotton-seed began to arrive in September and from October until May. While we could not get as much seed as we wanted, we were able to keep the mill running fairly regularly. Apart, however, from our troubles with the supply of raw material during the period under review, the oil market was in a very depressed state, and the price we got for our oil during 1912 was a very low one. I am glad to say it had nothing to do with the quality, but it was simply a question of market. From January to May this year the price of oil rose and showed an increase of about 7 per cent. over the average we got in 1912, which price showed a fall of nearly 25 per cent. from the previous year. To show you what a fall took place in the value of oil, I may mention that linseed oil, which is an important factor in the oil market, fell from £40 early in 1912 to £25 at the end of that year, and during this year it actually touched £23, but I am glad to say that all oil prices now show a considerable appreciation and lately we have got very good prices for our production. Turning to the accounts, there is very little for me to say, except that the plant and machinery have been kept in first class condition, and nearly Tls. 10,000 was spent on repairs; this sum may seem rather high, but there are included in it certain parts of our machinery that had to be replaced and this accounts for over one-third of the amount spent. These parts will not have to be renewed now for many years to come. A considerable sum was also spent on repairing the bunding of your property. Tls. 1,521.74 was spent on New Machinery to enable us to make boiled linseed oil; this branch of our business promises to be quite a success. As regards depreciation, Tls. 2,375 has been written off buildings, and Tls. 16,870.07 off plant and machinery, bringing this latter asset down to Tls. 198,000. Stocks on hand at Tls. 101,982.26 are about Tls. 47,000 higher than at the end of 1911, nearly all of this stock consisted of oil and cake, which was sold but not cleared. By the end of July, however, our buyers had taken delivery of all their purchases. Referring to the liabilities, you will notice that the mortgage has been reduced by Tls. 5,000 and since the accounts were closed a further Tls. 5,000 has been paid off, and the loan to the agents has also been liquidated. As regards the future, it is very hard to make any forecast, but prices for oil have improved considerably, and the outlook generally is very much brighter.

Entertainments

VICTORIA THEATRE

PROGRAMME:

THE GREAT DRAMATIC PICTURE

"The Wreck of the Aurora" in three parts, THE PANORAMIC PICTURE "LIFE IN EGYPT."

"GAUMONT GRAPHIC" NO 241. SHOWING THE LATEST EVENTS AT HOME.

THE COMIC PICTURES

THE FIRST JURY
WOMAN IN AMERICA
"THE TEST"
"IDILIA'S MATRIMONIAL."

BIJOU SCENIC THEATRE.

PROGRAMME FOR

TODAY

The Black Countess.

IN 3 PARTS.

The Human Crocodile.

Pathe's International Gazette.

MOTORING.

HOCKEY POLO.

TENNIS.

FOOTBALL.

HORSE-RACING.

GYMNASTICS.

MOTOR-CYCLING

2ND WEEK

OF

SPORTS

AT

TSINGTAO

13TH TO 24TH

SEPTEMBER, 1913.

C.P.R. Dividends.

Montreal, Que., Aug. 12.—At a meeting of the directors of the Canadian Pacific Railway Company yesterday, dividends of 2 per cent. on the preferred stock for the half year and 2½ per cent. on the common stock for the quarter ended June 30 last were declared. Results for the last fiscal year were: Gross earnings from railway and steamship lines, \$139,395,699; working expenses, \$93,149,825; net earnings from railway and steamship lines, \$46,245,874; net earnings of steamships in excess of amount included in monthly reports, \$1,245,563. Deducting the fixed charges of \$10,876,352, the surplus was \$35,369,522. Deducting the amount transferred to steamship replacement account, \$1,000,000, and the contribution to pension fund of \$125,000, left net revenue from railway and steamship lines available for dividends \$35,490,035. After payment of all dividends declared for the year there is left to be carried forward from railway and steamship lines, \$13,310,257. The special income from interest on land sales and from other extraneous assets not included in the above was \$6,598,151.

FILLIS' CIRCUS.

Grand Opening Night

TO-NIGHT

20 STAR TURNS 20

Prices of admission
Box 6 persons \$15.00
Single box seat \$3.00
1st Chairs \$2.00
2nd Chairs \$1.00
Gallery 50 Cents

Performance 9.15 p.m. SHARP

Soldiers and Sailors in Uniform

Half Price.

1st MATINEE, SAT. 6 SEPT

4 p.m.

MATINEES WEDNESDAY & SATURDAY

AT 4 P.M.

Children half price to Matinees only.

A. MILTHORP, Agent.

Public Companies

HONGKONG & CHINA GAS COMPANY, LTD.

NOTICE.

ON and from October 1st 1913, the price of Gas to the Public will be reduced to \$2.30 per 100 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.

Notice

NOTICE.

DURING my temporary absence from the Colony the affairs of the Company will be carried on by Mr. C. WURU.

S. MORIMOTO,

Agent,

TOYO KISEN KAISHA,

Hongkong.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York

London Office: 1, Abchurch Lane, E.C. 4

BRANCHES:

Bombay, Calcutta, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama

Capital and Reserve: \$100,000,000 (Gold)

EVERY DESCRIPTION OF BANKING BUSINESS

CURRENT ACCOUNTS opened on the usual terms

DEPOSITS RECEIVED, and for one year in

the case of deposits for shorter periods, at rates which

may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED

MAILS AND TELEGRAPHIC REMITTANCES

LETTERS OF CREDIT AND DRAFTS issued on

all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF

CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT

ISSUED FOR PURCHASE AND SALE OF Stocks and Shares.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong,

Hongkong, 1st Nov. 1912

191.

THE

YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,200,000

Head Office.—YOKOHAMA.

Branches: Antung-Hsien, Nagasaki, Bombay, Newchwang, Calcutta, Osaka, Changchun, Peking, Dairen, Ryojun Port, Harbin, (Arthur), Hankow, San Francisco, Honolulu, Shanghai, Kobe, Tientsin, Liao-Yang, Tokyo, Lyons, Los Angeles

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 31st Mar., 1913. 118

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,700,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912. 122

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up, \$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 18th March, 1908. 32

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 8.00 A.M. Every 15 MIN.

8.00 A.M. to 9.00 A.M. " 15 MIN.

9.00 A.M. to 10.00 A.M. " 15 MIN.

10.00 A.M. to 11.00 A.M. " 15 MIN.

11.00 A.M. to 12.00 P.M. " 15 MIN.

12.00 P.M. to 1.00 P.M. " 15 MIN.

1.00 P.M. to 2.00 P.M. " 15 MIN.

2.00 P.M. to 3.00 P.M. " 15 MIN.

3.00 P.M. to 4.00 P.M. " 15 MIN.

4.00 P.M. to 5.00 P.M. " 15 MIN.

5.00 P.M. to 6.00 P.M. " 15 MIN.

6.00 P.M. to 7.00 P.M. " 15 MIN.

7.00 P.M. to 8.00 P.M. " 15 MIN.

8.00 P.M. to 9.00 P.M. " 15 MIN.

9.00 P.M. to 10.00 P.M. " 15 MIN.

10.00 P.M. to 11.00 P.M. " 15 MIN.

11.00 P.M. to 12.00 P.M. " 15 MIN.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000

RESERVE FUNDS:

Sterling £1,500,000 at 2/==

\$15,000,000

Silver 17,450,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

S. H. DODD, Esq., Chairman.

Hon. Mr. D. Landale, Deputy Chairman.

G. Friesland, Esq., G. S. Gubbay, Esq., P. H. Holyoak, Esq., G. H. Laurence, Esq., F. Lieb, Esq., W. L. Pattenden, Esq., J. A. Plummer, Esq., Hon. Mr. E. Shellim, B. A. Siebs, Esq., CHIEF MANAGER, Hongkong—N. J. Stabb, MANAGER, Shanghai—A. G. Stephen, London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed.

On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 Per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up—Sh. Tael 7,500,000

Head Office.—Shanghai.

Board of Directors.—Berlin.

Branches: Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

Dresdner Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.

Hongkong, 9th Oct. 1911. 12

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000

Subscribed " 1,125,000

Paid Up " 562,500

Reserved Fund " 415,000

BANKERS: Bank of England, London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

Exchange

Selling.	Buying.
1/11 7/8	4 m/e. L/O 2/ 3/8
1/11 15/8	4 m/e. D/P 2/ 3/8
30 d/e 2/ 1/6	4 m/e. L/O 2/ 3/8
60 d/e 2/ 1/6	30 d/e. Sney & Melbourne 2/ 5/8
4 m/e 2/ 1/6	30 d/e. San Foo & New York 49 1/2
T/T. Shanghai 73 1/2	4 m/e. Marks 2/ 8 1/2
T/T. Singapore 85 1/2	4 m/e. Francs 1/ 56 1/2
T/T. Japan 97	6 m/e. do 1/ 38 1/2
T/T. India 149 1/2	Bar Silver, ready forward 27 1/2
Demand India 149 1/2	Gold Leaf per tael 4 3/4
Demand, Manila 97	Bank of England rate 4 1/2
T/T. San Foo & New York 49 1/2	Sovereign 10/05
T/T. Java 120 1/2	
T/T. Marks 20 1/2	
T/T. Francs 2 1/2	

Subsidiary Coins.

Discount per \$100

Chinese 20 cts. pieces \$7 9/16

Chinese 10 " \$7 13/16

Hongkong 20 " \$5 3/4

Hongkong 10 " \$7 1/4

SHARE REPORT.

S-SELLERS SA-SALE B-BUYERS

STOCKS & PAID UP VALUE. CLOSING QUOTATIONS.

BANKS.

Hongkong & Shanghai 125

Cantons 310

North China 137 1/2

Unions 100

Yangtzes 150

China Fires 148

Hongkong Fire 359

China & Manilla 25

Douglas Steamship 50

Steamboats 15

Indo-China (Preferred) 25

(Deferred) 109 1/2

"Shell" Transports 1

"Star Ferry" 10

China Sugars 100

Luzon Sugars 100

Chinese Engineerings 130 1/2

Tronohs 1

Raub's Wharves & Docks 1

Kowloon Wharves 50

H.K. & W'poo Docks 50

Shanghai Docks T. 100

Hongkew Wharves T. 100

LANDS, HOTELS & BUILDINGS.

Anglo-French Lands T. 100

Hongkong Hotels 50

Hongkong Lands 100

Humphreys Estates 10

Kowloon Lands 30

Shanghai Lands T. 30

West Point 50

Manila M'pole Hotel P. 10

Ewos T. 50

Shanghai Cottons T. 102 1/2

Laou Kung Mow 9

Kung Yik 13

Hongkong Cottons 10

China-Borneo 12

Light and Powers 10

Do. (Spec. shares) 11

China Providents 10

Dairy Farms 6

Green Islands 10

Hongkong Electric 10

Hongkong Ice 25

Hongkong Ropes 10

Langkai 10

Morning Post 25

Peak Tramway 10

Do. (new) 1

Hongkong Electric Trams 8

Philippines 10

H. Price & Co., Ltd. 10

SPORTING—CHATTER.

Notes on Local and General Sport.

The proposal to run a second division to the United Services League tends to exemplify the success which has marked the formation of this year-old competition. It is always a good sign for the future of any organisation that enthusiasm is directed towards increasing its scope, but it does not mean that the object decided upon is necessarily good. In this case, however, there can be little doubt that there is some virtue in the suggestion, for a multiplicity of leagues should give every class of player a chance to take part in one of the most manly of games. At present it has been the failing of Hongkong football that men only of highest merit have been able to rely on constant football, and more moderate players have been relegated to inactivity. With a similar institution in civilian football, run on satisfactory lines, there should be greater opportunities for the spectator to become a participant. There are possible drawbacks to be faced and obviated as far as possible, and the chief of these is the possibility of first division men playing in second division games. The formation of rules to meet such difficulty may very well entail some hardship to individual teams, but some hard and fast law, keeping the premier player out of the ranks of the lower class, will have to be enforced to prevent the squabbles that arise even in the best regulated of football leagues.

Swimming Record Broken.

David Billington not only won his match against Oscar Dickman, of Australia, on August 2 for the World's Professional One-Mile Swimming Championship, but he set up fresh time for the distance. The contest was decided at the Clarence Recreation Ground Reservoir, Bury in the presence of a large crowd. Billington, striking the water first, gradually drew away, and, using the trudgen stroke, won by an one length exactly, in 24min. 11.5sec., against Dickman's 25min. 56.3-sec. Billington thus established a new professional world's record, beating Nuttall's 28min. 8sec., established in 1893.

The American Open Championship.

Harry Vardon, Edward Ray, and Wilfrid Reid, will be Britain's representatives in the United States Open Championship at Brookline, Massachusetts, on September 17 and 18. M.C.C.'s Team for South Africa. Mr. F. L. Fane has been asked to go to South Africa with the M.C.C. team, and has accepted the invitation. Mr. G. L. Jessop, Mr. M. C. Bird, and Mr. D. C. Robinson have also been invited. Of the nine professionals chosen all have agreed to go except A. E. Relf and Barnes, who have not yet given a definite reply. If Relf and Barnes accept, the team will be complete.

The team will sail from England on Saturday, October 18, and leave Cape Town on their journey home on March 14. The programme of the tour will consist of 22 matches, the fixture list having been considerably revised. There will be five Test Matches—the first and fourth at Durban.

on December 16 and February 14, the second and third at Johannesburg at Christmas and the New Year, and the last at Port Elizabeth on February 27.

AUTHOR'S BANKRUPTCY.

The Affairs of Mr William Le Queux.

The statutory first meeting of creditors was held at Bankruptcy Building on August 13, under a receiving order made on July 28, against Mr. William Tufnell Le Queux, the novelist. The set of bankruptcy alleged against the debtor was his failure to comply with the requirements of a bankruptcy notice served on him on April 21 last, and the receiving order was granted upon the petition of Louis Gemma Le Queux, the debtor's wife, who claimed \$276 under a judgment obtained in the King's Bench Division.

Mr. W. G. Williams, Assistant Official Receiver, who presided, said that the debtor had not attended under the proceedings, and no information in regard to his affairs was at present available. The debtor had written the following letter to the Official Receiver, dated August 11:—

"Sir, I have only to-day received notice (sent on to me from the Devonshire Club, St. James's) that the first meeting of my creditors is fixed for Wednesday, August 13. I regret to say that it is impossible for me to attend as I am here in Brussels without funds to be present. If, however, you will adjourn the date I will make every effort to keep the appointment. I regret that such circumstances prevent me obeying the present notice. I have received. Yours truly, William Le Queux."

In answer to the Assistant Official Receiver, Mr. Sherwin (Mills and Morley), who appeared for Mrs. Le Queux, said that his client's claim was in respect of an amount due under a deed of separation. Proofs for \$181 10s. 2d. having been dealt with, the meeting was adjourned for a week, as there was no quorum present.

VICTORIA THEATRE.

The successor to Mr Madariaga, Señor P. Villaverde, made his first appearance at the above theatre as pianist and conductor on Saturday last. His overture was received with applause by the audience and he has proved to be a musician of first grade. We notice in the programmes that the names of the overtures played are now published for public information, a capital idea indeed. The sensational drama Screened last night "The Wreck of the 'Aurora'" is particularly interesting.

We understand that the Kinetophone is soon to be introduced at the Victoria.

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A. BUNE

POST OFFICE.

The United States Mail ex Korea, has been transferred to the a.s. Australia due here Monday, the 8th inst.

MAILS DUE.

American, Australian, 8th inst.

MAILS ARRIVED TO-DAY

German, P. Ludwig.

MAILS CLOSE.

Shanghai, North China and Japan via Nagasaki (Europe via Siberia)—Per Prinz Ludwig, 3rd inst., 5 p.m.

Japan via Yokohama—Laisang, 3rd Sept., 5 p.m.

Swatow, Amoy and Foochow via Amoy and Tacao—Per Sashu Maru, 4th Sept., 9 a.m.

Haiphong, Pakhoi and Saigon—Per Sikiang, 4th Sept., 9 a.m.

Hoihow, Haiphong, Pakhoi and Saigon—Per Hongkong, 4th inst., 10 a.m.

Swatow, Shanghai and North China—Per Choyang, 4th Sept., 11 a.m.

Straits, and India via Calcutta—Per Vorwaerts, 4th Sept., 11 a.m.

Formosa via Keelung, Japan via Moji, Victoria and Tacoma—Per Tacoma Maru, 4th Sept., noon.

Bangkok—Per Kamor, 4th inst., 1 p.m.

Macao—Per Sui Tai, 4th inst., 1.15 p.m.

Japan via Kuchinotzu & Kobe, Victoria, Tacoma and Vancouver—Per Antiochus, 4th inst., 2 p.m.

Shanghai and North China—Per Anhui, 4th Sept., 3 p.m.

Philippine Islands—Per Rubi, 4th Sept., 3 p.m.

Ningpo and Shanghai—Per Ningpo, 4th Sept., 5 p.m.

Swatow, Amoy and Foochow—Per Baiching, 5th Sept., 10 a.m.

Straits and India via Calcutta—Per Kuteang, 5th Sept., 1 p.m.

Macao—Per Sui Tai, 5th inst., 1.15 a.m.

Philippine Islands, Yap, Angaur, Samarai, Maroon, Fred, Wilhelmshafen, Rabau, Herbertshohe, Matupi, Tasmanian, New Zealand, South and West Australia via Brisbane—Per Prinz Waldemar, 6th Sept., 8 a.m.

Philippine Islands—Per Yuen-sang, 6th Sept., 1 p.m.

Macao—Per Sui Tai, 6th inst., 1.15 p.m.

Shanghai and North China (Europe via Siberia)—Per Chenan, 6th Sept., 5 p.m.

Shanghai and North China—Per Hangsang, 6th inst., 5 p.m.

Swatow—Per Haimun, 7th Sept., 9 a.m.

Swatow, Amoy and Formosa via Tamsui—Daigi Maru, 7th inst., 9 a.m.

Tientsin—Per Cheongshing, 9th inst., 10 a.m.

Swatow, Amoy and Foochow—Per Haiyang, 9th Sept., 10 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Merceilles (Late Letters 11 to Noon. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Per Australian, 9th Sept., 11 a.m.

Formosa via Keelung, Shanghai and North China via Moji, Victoria, B.O. & Seattle Wash—Per Awa Maru, 9th inst., 3 p.m.

Philippine Islands—Per Taming, 9th inst., 3 p.m.

Straits & Ceylon—Per Kitano Maru, 9th inst., 5 p.m.

Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of Russia, 10th Sept., 11 a.m.

Shanghai and North China—Per Luchow, 11th inst., 3 p.m.

Swatow, Amoy and Foochow—Per Haitan, 12th Sept., 10 a.m.

Philippine Islands, Japan via Nagasaki, Honolulu, United States, South America and Canada via San Francisco—Per Persis, 13th inst., 11 a.m.

SHIPPING NEWS.

ARRIVED.

Kwanglee, Chi. Br. s.s. 1,468, 2nd Sept.—Canton, Gen.—Chinese.

Sosho Maru, Jap. s.s. 1,119, K. Tashio, 2nd inst.—Canton, Gen.—O. S. K.

Tijlatjap, Dut. s.s. 2,470, W. H. Lays, 2nd inst.—Balk Papa 16th ult., Gen.—J. C. J. L.

Kumsang, Br. s.s. 2,077, F. Wheeler, 2nd inst.—Moji 16th ult., Gen.—J. M. & Co.

Looksun, Ger. s.s. 1,020, P. Frohl, 2nd inst.—Bangkok 81st ult., Rice—M. & Co.

Harpalyce, Br. s.s. 3,232, G. Hooker, 3rd inst.—Moji 29th ult., Gen.—J. M. & Co.

Helene, Ger. s.s. 771, T. Bessen, 3rd inst.—Swatow 2nd inst., Gen.—J. & S.

Hulchow, Br. s.s. 1,232, G. Hooker, 3rd inst.—Canton 2nd inst., Gen.—B. & S.

Choyang, Br. s.s. 1,424, M. Courtney, 3rd inst.—Canton 2nd inst., Gen.—J. M. & Co.

Haiching, Br. s.s. 1,267, Passmore, 3rd inst.—Fochow, Amoy & Swatow 2nd inst., Gen.—D. L. & Co.

Prinz Ludwig, Ger. s.s. 5,688, F. von Binzer, 3rd inst.—Hamburg 29th Aug. Gen.—M. & Co.

Anhui, Br. s.s. 1,354, J. B. Harris, 3rd inst.—Canton 2nd inst., Gen.—B. & S.

CLEARANCES AT THE HARBOUR OFFICE.

September 2.

Kansas for Cebu.

Bulow for Bremen.

September 3.

Sikiang for Haiphong.

Itakushima Maru for Wakamatsu.

Haimun for Swatow.

Carl Diederichsen for Takao.

Kwanglee for Canton.

Choyang for Shanghai.

Chihki for Saigon.

Tacoma Maru for Victoria.

Sosho Maru for Amoy.

DEPARTED.

September 3.

Katjo Maru for Fochow.

Haitan for Fochow.

Chongva for K. C. Wan.

Chiyen for Shanghai.

Nankin for London.

Telemaachus for Saigon.

Chipsing for Tientsin.

Chinhua for Manila.

Peter Berg for Odessa.

Wingsang for Hongay.

Iohang for Chinwantao.

Hulchow for Tientsin.

Suisang for Calcutta.

PASSENGERS ARRIVED.

Per s.s. Tijlatjap, arrived 2nd inst., from Balk Papa.

Eckhersen, Mrs. Hobner.

Per s.s. Prinz Ludwig, arrived 3rd inst., from Hamburg.

Bukhard, Mas. Lisel, L. ter D.

France, R. G. P.

Gessler, Dr. F. Marey, F. L.

Gunther, Mrs. M. Pahske, L.

Goth, H. Razas, T. R.

Hihener, A. S. Schreyer, G.

Hipaker, W. Schrage, P.

Kaiser, F. Schindler, Th.

Kawai, T. Tong, T. W.

Klingelshiller, To, C. W.

Miss E. Timalla, H.

Li Yan Shan, Thomas, A. H.

Lewis, Mrs. E. E. Tenn, O. S.

Low Khoo Tee, Wenk, A.

SHIPS PASSED THE CANAL.

London, 22nd August.

Arrivals from China—Kaga Maru, P. E. Friedrich, Telemachus.

The following vessels have passed Canal—Albenga, Bayern, Ernest Simons, Glenstrae, Sardinia, Sithonia, Yaddo, Demodocus.

London, 26th Aug.

Arrivals from China—Annam, Almark, Indrakula.

The following vessels have passed the Canal—Achilles, Bonoleuech, Benvorlich, Candia, Syria.

TIDE TABLE.

1st Sept., to 7th Sept., 1913.

	High Water	Low Water	High Water	Low Water
	Mean Time	Mean Time	Mean Time	Mean Time
Mon.	10 31	4 31	10 31	4 31
Tues.	10 30	4 30	10 30	4 30
Wed.	10 29	4 29	10 29	4 29
Thurs.	10 28	4 28	10 28	4 28
Fri.	10 27	4 27	10 27	4 27
Satur.	10 26	4 26	10 26	4 26
Sun.	10 25	4 25	10 25	4 25

in morning & afternoon.

WEATHER REPORT.

On the 3rd, at 11.10.—Pressure has increased slightly in the north, an area of high pressure stretching from N. China to N. Japan.

Pressure has increased slightly over Annam, and decreased considerably over N. Luzon, the typhoon having approached within 200 miles to the south-east of Aparri at 6 a.m. this morning, travelling north-east ward at the rate of about 15 m.p.h.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.06 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood } E. to N.E. winds, freshening; cloudy, some rain.

2 Formosa Channel } N.E. gale.

3 South coast of China between H.K. and Lamcocks } The same as No. 1.

4 South coast of China between H.K. and Hainan. } E. winds, moderate.

China Coast Meteorological Register: 3rd September, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Forecast.	Weather.
Wostock	7a	30.0657	—	—	—	—	3 b.
Nemuro	6a	29.94	—	—	—	—	n 2
Hakodate	—	29.99	—	—	—	—	—
Tokio	—	29.91	—	—	—	—	nnw 1
Kochi	—	29.91	—	—	—	—	sw 1
Nagasaki	—	29.93	—	—	—	—	ne 1
K'shima	—	29.92	—	—	—	—	—
Oshima	—	29.85	—	—	—	—	ne 3
Naha	—	29.77	—	—	—	—	ne 1
Ishijima	—	29.70	—	—	—	—	ne 4
Bonin Is.	—	29.89	—	—	—	—	—
Chefoo	—	—	—	—	—	—	—
W'haiwei	—	30.0668	90	—	—	—	wnw 2 b
Hankow	—	—	—	—	—	—	—
Iohang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	30.0061	100	—	—	—	1 b
Gutzlaff	—	29.9873	67	—	—	—	4 b
Sharp P.	7a	29.8479	—	—	—	—	n 3 b
Amoy	6a	29.8679	40	—	—	—	5 b
Swatow	—	—	—	—	—	—	—
Taihou	5a	29.78	—	—	—	—	2
Taihou	—	29.68	—	—	—	—	ne 2
Tainan	—	29.64	—	—	—	—	ne 4
Koshun	—	29.64	—	—	—	—	ne 6
P'iores	—	29.67	—	—	—	—	ne 10
Canton	2a	29.79	83	—	—	—	0
H'kong	6a	29.8077	78	—	—	—	20
Cap Rock	—	29.76	—	—	—	—	40
Macao	—	29.7978	—	—	—	—	20
Wuchow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Phullen	6a	29.8179	—	—	—	—	20
Tourane	—	29.7875	—	—	—	—	20
O. St. J.	—	29.8275	—	—	—	—	40
Aparri	—	29.4381	—	—	—	—	4p
Manila	—	29.5879	—	—	—	—	00
Legaspi	—	29.5479	—	—	—	—	40
Iloilo	9a	29.9186	—	—	—	—	3 or
Bacolod	—	—	—	—	—	—	se 3 or
Cebu	—	29.8681	—	—	—	—	40
Labuan	—	29.8482	—	—	—	—	—

T. F. Claxton, Director.

Hongkong Observatory, Sept. 3.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, o detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q equally, r rain, s snow, t